

The Hongkong Telegraph.

(ESTABLISHED 1861.)

NEW SERIES No 4402.

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MONDAY, NOVEMBER 2, 1903.

一拜禮

號三十月一十英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 25,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 9,210,000

Head Office—YOKOHAMA.

Branches and Agencies:
TOKIO. KOBE.
NAGASAKI. LONDON.
YOKOHAMA. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENSIN. NEWCHWANG.
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARIS BANK, LD.
THE UNION OF LONDON AND
SMITHS BANK, LD.

HONGKONG BRANCH—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

TARO HODSUMI,
Manager.

Hongkong, 11th September, 1903. [10]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND—
Sterling Reserve \$10,000,000
Silver Reserve \$16,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
Hon. C. W. DICKSON. N. A. SIEBS, Esq.
E. GOETZ, Esq. H. W. SLADE, Esq.
C. MICHAEL, Esq. C. A. TONES, Esq.
H. SCHUBERT, Esq. E. S. WHEELER, Esq.
E. SHILLIM, Esq.

CHIEF MANAGER:
HONGKONG—J. R. M. SMITH.
MANAGER:
Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per cent. per Annum.
For 6 months, 3½ per cent. per Annum.
For 12 months, 4½ per cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 17th August, 1903. [13]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3½ PER
CENT. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [14]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorized Capital £1,000,000
Paid up Capital £ 324,374

HEAD OFFICE—HONGKONG.

Board of Directors—
Chan Kit Shan, Esq. J. Scott Harston, Esq.
Chow Tung Shing, Esq. J. J. Louts, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5%
Hongkong, 12th May, 1903. [15]

THE DEUTSCHE ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Tael 5,000,000
HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.
BRANCHES:
Berlin. Calcutta. Hankow.
Tientsin. Tsingtau (Kiautschou).

LONDON BANKERS:
Messrs. N. M. Rothschild & Sons.
UNION OF LONDON AND SMITHS BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

H. PICKE,
Manager.

Hongkong, 1st September, 1903. [16]

GUARANTY TRUST COMPANY OF NEW YORK (AMERICAN BANK).

ESTABLISHED 1864.
PAID UP CAPITAL \$2,000,000
SURPLUS AND UNDIVIDED PROFITS \$5,180,000

Gold \$7,180,000

Head Office—NEW YORK.

LONDON OFFICE:
33 and 35, Lombard Street, E.C.

F. C. Bishop, Manager, Eastern Department.

LONDON BANKERS:
PARIS BANK, LIMITED.

HONGKONG OFFICE:
4, DES VŒUX ROAD.

General Banking and Exchange business
transacted.

INTEREST ALLOWED
On Current Accounts at 2½ per annum.
On Fixed Deposits:
For 3 months 2½ per annum.
" 6 " 3½ " " "
" 12 " 4 " " "

E. F. GROS,
Acting Manager.

Hongkong, 1st December, 1902. [17]

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE—NEW YORK.

FISCAL AGENTS FOR THE UNITED STATES
OF AMERICA IN CHINA AND THE
PHILIPPINE ISLANDS.

Capital paid in Gold \$4,000,000 \$25,000
Surplus (Reserve) Gold \$4,000,000 \$20,000

Total Gold \$8,000,000 \$45,000

Capital and Surplus authorised, Gold \$10,000,000
= \$2,055,000.

LONDON BANKERS:
THE NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED.

THE UNION OF LONDON AND SMITH'S
BANK, LIMITED.

The Corporation buys and sells Bills of
Exchange, issues Letters of Credit and carries
on every description of Banking and Exchange
business. Money received on Current Deposit
Account at the rate of 2 per cent. per annum
on the daily balances, and on Fixed Deposit
as follows:
For 3 months, 2½ per cent. per annum.
" 6 " 3½ " " "
" 12 " 4 " " "

J. R. M. SMITH,
Chief Manager.

HONGKONG BRANCH:
20, DES VŒUX ROAD CENTRAL.
CHARLES R. SCOTT,
Manager.

Hongkong, 25th May, 1903. [1000]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1896.

Shanghai Tael.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office—SHANGHAI.

Branches and Agencies:
CANTON. PENANG.
CHEFOO. SINGAPORE.
HANKOW. TIENSIN.
PEKING.

THE Bank purchases and receives for collection
Bills of Exchange drawn on the above
places, and sells Drafts and Telegraphic Trans-
fers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
3½ per Annum Fixed Deposits for 3 months.
4 " " " 6 " " "
5 " " " 12 " " "

E. W. RUTTER,
Manager.

Hongkong, 12th August, 1903. [12]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHARE
HOLDERS £800,000
RESERVE FUND £725,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the Rate of 2 per cent. per
annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.
" " " 6 " " "
" " " 3 " " "

T. P. COCHRANE,
Acting Manager.

Hongkong, 18th May, 1903. [11]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

YOKOHAMA VIA SHANGHAI, MOJI and KOBE. (Passing through the Inland Sea.)

CEYLON About 30th November } Freight and Passage.
C. F. Lockton, R.N.R.

LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MALTA.

FORMOSA About 11th December } Freight and Passage.
H. H. W. Snow

For Further Particulars, apply to

E. A. HEWETT, Superintendent

Hongkong, 21st November, 1903. [4]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG: (SUBJECT TO ALTERATION.)

STEAMERS. SAILING DATES.
*HAMBURG WEDNESDAY, 25th November.
PRINZ HEINRICH WEDNESDAY, 9th December.

KONIG ALBERT WEDNESDAY, 23rd December.
*KIAUTSCHOU WEDNESDAY, 6th January, 1904.

SACHSEN WEDNESDAY, 20th January, 1904.
*BAYERN WEDNESDAY, 3rd February, 1904.

GERA WEDNESDAY, 17th February, 1904.
SEYDLITZ WEDNESDAY, 2nd March, 1904.

PREUSSEN WEDNESDAY, 16th March, 1904.
ROON WEDNESDAY, 30th March, 1904.

*HAMBURG WEDNESDAY, 13th April, 1904.
PRINZ HEINRICH WEDNESDAY, 27th April, 1904.

* Steamers of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 25th day of November, 1903, at Noon, the Steamship "HAMBURG," of the HAMBURG-AMERIKA LINIE Captain E. Burmeister with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 23rd November, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 24th November, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 24th November.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD. MELCHERS & CO., AGENTS. [563c]

LANE, CRAWFORD & CO.

ST. ANDREW'S BALL.

DRESS SHIRTS.

FOWNES' WHITE KID GLOVES, \$2.00 PER PAIR.

DANCING SHOES, \$6.00 PER PAIR.

FANCY SOCKS—SILK BRACES.

WHITE DRESS TIES, \$2.50 DOZEN.

LANE, CRAWFORD & CO. [732e]

Hongkong, 21st November, 1903.

THOMAS' HOTEL.

A FIRST CLASS HOTEL, comfortably furnished, and most centrally situated, being in close proximity to the Banks and principal business places.

TERMS VERY MODERATE.

For Particulars apply to THE MANAGER. [800c]

MACAO HOTEL

(Late HING KEE HOTEL).

This FAVOURITE and LONG ESTABLISHED Hotel is situated on the SEA-FRONT commanding a MAGNIFICENT VIEW of the Harbour and adjacent islands, and is open to the COOL SOUTHERLY BREEZES in Summer.

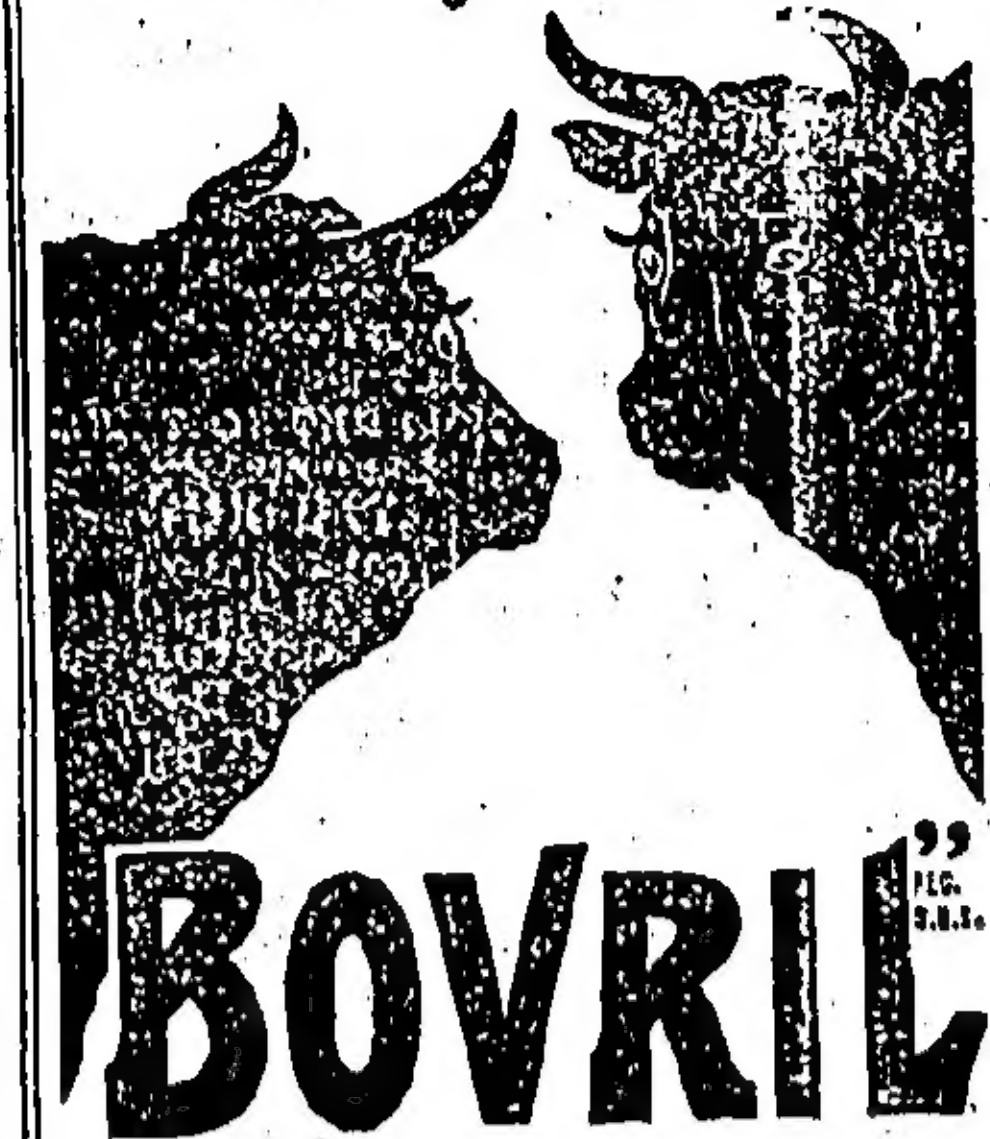
The BED-ROOMS are LARGE, COOL, AIRY, WELL-VENTILATED and HANDSOMELY FURNISHED. The CUISINE is EXCELLENT and under direct EUROPEAN supervision.

PIC-NIC, SHOOTING or BOATING parties specially catered for. A commodious and comfortable stern-wheel HOUSE-BOAT, with sleeping accommodation for six passengers and EVERY CONVENIENCE, is provided for the use of visitors AT REASONABLE RATES.

A MILITARY BAND PLAYS in the Gardens, close to the Hotel, three times a week. SEA BATHING. STEAMERS to and from Macao, every MORNING and AFTERNOON. Wm. FARMER, Proprietor and Manager. [641e]

Intimations.

"I hear they want more"



Bovril—
the food-
beverage.

BOVRIL is food and drink combined. It is not only a delightful beverage, but a valuable nourisher and energiser as well.

Cooks find that BOVRIL doubles the value of soups, gravies, hashes, made dishes, &c.

JAPAN



COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE: 1, SURUGA-CHO, TOKYO.
LONDON BRANCH: 34, LIME STREET, E.C.
HONGKONG BRANCH: PRINCE'S BUILDINGS, 102, HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maizuru, Kure, Shimonoaki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotani, Sasebo, Milke, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Milke, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujiotana, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mansoura, Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other Coals.

N. INUZUKA, Manager, Hongkong [533c]

H. PRICE & CO.

WINE MERCHANTS,

12, QUEEN'S ROAD CENTRAL.

Picnic parties furnished with wines, etc., at a moment's notice.

Contracts made on special terms with Caterers, Committees, Messes and Captains of Steamers. All Wines, Spirits and Beers supplied are guaranteed.

Price list on application. TELEPHONE No. 185.

Hongkong, 23rd July, 1903. [952c]

CITRONNADE AND ORANGEADE.

EXCELLENT FLAVOURING FOR FISH, GAME, PUDDINGS, &c.

MAKES A MOST REFRESHING DRINK.

SOLE AGENTS:

CALDBECK, MACGREGOR & Co.

15, Queen's Road, Hongkong, 12th November, 1903. [22]

OCCIDENTAL HOTEL.

(ELGIN ROAD, KOWLOON.)

CODE ADDRESS: "YOSEMITE."

35 BEDROOMS EXCELLENTLY FURNISHED. BATH TO EACH ROOM. DINING ROOM AND CUISINE UNDER STRICT SUPERVISION.

EUROPEAN AND AMERICAN WINES, SPIRITS AND BEERS. POOL AND BILLIARDS.

ENGLISH, AMERICAN, AND MANILA NEWSPAPERS IN FILE. TERMS—\$4.00 to \$7.00 per day. \$75 to \$120 per month.

JAS. D. M. CAMERON, Manager. [555e]

MARLBOROUGH HOUSE.

31, 32, 40 and 41, NORTH SOOCHEW ROAD—SHANGHAI.

PLEASANT AND CENTRAL SITUATION, FACING SOUTH.

THIS HIGH-CLASS BOARDING ESTABLISHMENT has Well-furnished Rooms by the Day or Month.

Telegraphic Address: "MARLBOROUGH." Telephone: No. 580. Mrs. NAZER. [674c]

Shanghai, 6th June, 1903.

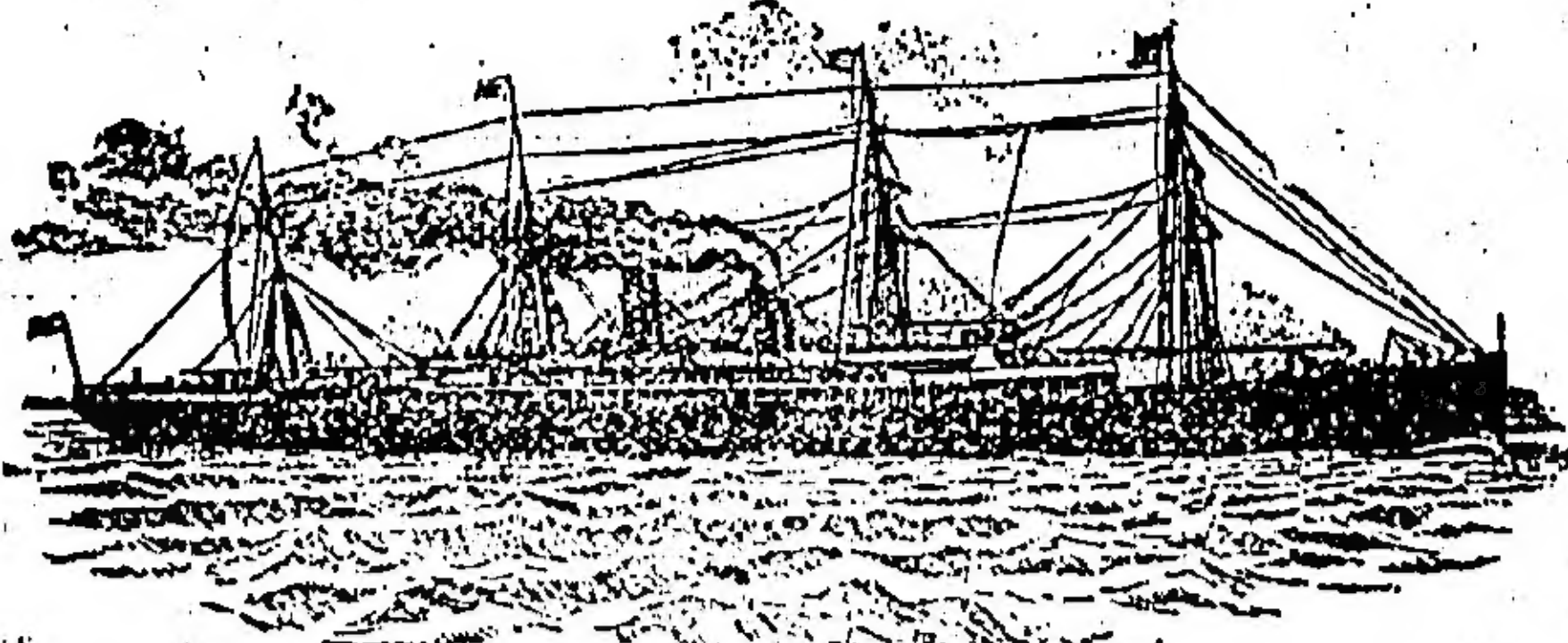
HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 15th November, 1903. [16]

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"NIPPON MARU".....	6,307 Gross Tons.....	TUESDAY, 24th November, at Noon.
"SIBERIA".....	11,284 ".....	TUESDAY, 1st December, at Noon.
"COPTIC".....	4,352 ".....	WEDNESDAY, 9th December, at Noon.
"AMERICA MARU".....	9,307 ".....	FRIDAY, 18th December, at Noon.
"KOREA".....	11,276 ".....	SATURDAY, 26th December, at Noon.
"GALIC".....	4,205 ".....	SATURDAY, 2nd January, 1904, at Noon.
"HONGKONG MARU".....	6,307 ".....	SATURDAY, 9th January, at Noon.
"CHINA".....	5,000 ".....	TUESDAY, 19th January, at Noon.
"DORIC".....	4,784 ".....	FRIDAY, 29th January, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1903; 10 days, 15 hours.

THE T. K. K. Steamship "NIPPON MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, TO-MORROW, the 24th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY no payment of 24 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan. Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

The largest and steadiest passenger ships on the Pacific. Southern Route; passengers enjoy out-looks throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific. Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. STUART THOMSON, Acting Agent.

Hongkong, 23rd November, 1903.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF JAPAN".....	6,000 ".....	WEDNESDAY, 16th December.
"EMPRESS OF CHINA".....	6,000 ".....	WEDNESDAY, 13th January, 1904.
"ATHENIAN".....	3,882 ".....	WEDNESDAY, 27th January.
"EMPRESS OF INDIA".....	6,000 ".....	WEDNESDAY, 10th February.
"TARTAR".....	4,475 ".....	WEDNESDAY, 24th February.
"EMPRESS OF JAPAN".....	6,000 ".....	WEDNESDAY, 9th March.
"EMPRESS OF CHINA".....	6,000 ".....	WEDNESDAY, 20th April.
"EMPRESS OF INDIA".....	6,000 ".....	WEDNESDAY, 27th April.
"ATHENIAN".....	3,882 ".....	WEDNESDAY, 11th May.

THE magnificent "EMPRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS) saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to:

D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 1st September, 1903.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OBERSTÄDTISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE MEDITERRANEAN, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

DESTINATIONS.	SAILING DATES.
HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and COLOMBO).	24th Nov. Freight.
HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	1st Dec. Freight.
HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	15th Dec. Freight.
HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	29th Dec. Freight.
HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	5th January, 1904. Freight.
NEW YORK Via Suez.	About end of December. Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 18th November, 1903.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM".....	2,363 tons.....	Captain H. D. Jones.
"POWAN".....	2,338 ".....	G. F. Morrison, R.N.R.
"FATSHAN".....	2,260 ".....	A. W. Dixon.
"HANKOW".....	3,073 ".....	C. V. Lloyd.
"KINSHAN".....	2,860 ".....	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and at 5.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN".....1,998 tons.....Captain W. E. Clarke.
Departures from Hongkong to Macao daily at 2 P.M. } Sunday
Do. from Macao to Hongkong daily at 8 A.M. } excepted.

CANTON-MACAO LINE.

S.S. "LUNGSHAN".....219 tons.....Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM".....588 tons.....Captain B. Branch.
"NANNING".....569 ".....C. Butchart.
"FAK HING".....618 ".....R. D. Thomas.
Departures from Canton and Wuchow about five times every week. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 7th November, 1903

(357e)

JAVA-CHINA-JAPAN LINE.

HEAD AGENT: R. BISSCHOP,

3, DUDDELL STREET,
HONGKONG.

REGULAR FOUR-WEEKLY SERVICE BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIMAHU.....	JAVA PORTS via MACASSAR.	December 1	SHANGHAI, KOBE and YOKOHAMA.	December 5
TJIPANAS	KOBE and YOKOHAMA.	November 26	S'PORE, JAVA PORTS and MACASSAR.	November 29
TJILATJAP.....	Do.	December 21	Do.	December 24

The Steamers are all fitted throughout with Electric Light and have Superior Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE AGENTS,
HOTZ, SJACOB & CO.

Telephone No. 201.

Hongkong, 16th November, 1903.

(1163e)

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND
COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL

ATTENTION.

FULL LINE OF SUPPLIES

ALWAYS IN STOCK.

ORIENTAL
COSTUMES AND
FANCY DRAPERIES
FURNISHED.

WORK GUARANTEED TO BE
THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

964e] PATRONAGE RESPECTFULLY SOLICITED.

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL

OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902.

(1339e)

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that

the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co.,

VIENNA,

THE INVENTORS OF INCANDESCENT
GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,
The Price of which has been reduced to
FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,

CONNAUGHT HOUSE.

954e]

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 95 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 376 ft. Width of
entrance, top 60.5 ft.; bottom 45.8
ft. Water on blocks, 26.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
Captains and Engineers is respectfully called to the advantages offered for Dock-
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,
and a large stock of material is always at hand, (plates and angles all being tested by
Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that
of any port in the world.

Telephone: Works, No. 508; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

(573e)

GO TO THE

KOWLOON HOTEL,
FRANK F. JEWELL, Manager.HOTEL CRAIGIEBURN,
PLUNKET'S GAP, the PEAK, near the TRAN TERMINUS, Tel. 56.

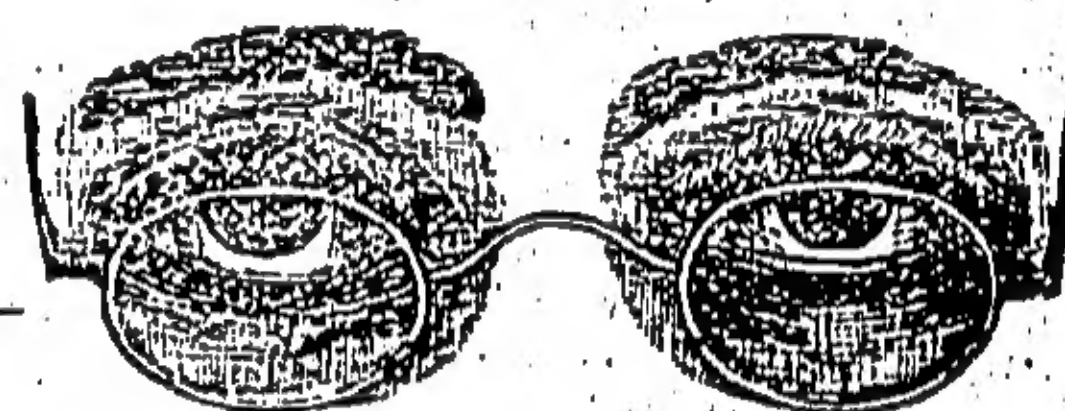
For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

(17)

EYE-SIGHT.



MR. N. LAZARUS

May be personally consulted for SPECTACLES.

No charge for testing the eyes.

Glasses and frames of all kinds and qualities.

Prices from \$2 upwards.

16, QUEEN'S ROAD, CENTRAL.

Hongkong, 6th November, 1903.

(6e)

THE HONGKONG STEAM WATER
BOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRD ORDINARY YEARLY
MEETING OF SHAREHOLDERS in
the above Company will be held at the Com-
pany's Office, No. 37, CONNAUGHT ROAD,
CENTRAL, TO-MORROW, the 24th day of
November, at Noon for the Purpose of Present-
ing the Report and Statement of Accounts to
the 30th of September, 1903.
The TRANSFER BOOKS of the Company
will be CLOSED from the 19th to the 24th
November, both days inclusive.

J. W. KEW,
Manager.

Hongkong, 23rd November, 1903. (1353e)

EDWARDS, PIRY & COMPANY,
LIMITED.

NOTICE is hereby given that an EX-
TRAORDINARY GENERAL MEET-
ING OF EDWARDS, PIRY & COMPANY,
LIMITED, will be held at the Company's
Offices, No. 1, Duddell Street, on TUESDAY,
the 8th of December, 1903, at 11 o'clock in
the forenoon, when the subjoined resolutions
which were passed at the Extraordinary
General Meeting of the Company held on the
18th of November, 1903, will be submitted for
confirmation as Special Resolutions:—

1. That this meeting approves of the proposed sale of the business of the Company to Joseph Snodwell Plant.
2. That the Company be wound up voluntarily, so far as it was necessary for winding up.
3. That Joseph Snodwell Plant be and he is hereby appointed liquidator for the purposes of such winding up.

T. EDWARDS,
S. D. PIRY,
General Managers.

No. 1, Duddell Street,
Hongkong, 21st November, 1903. (1404e)

THE CHINA TRADERS' INSURANCE
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the THIRTY-
SEVENTH ORDINARY MEETING
OF SHAREHOLDERS in the above Company
will be held at the Head Office, Victoria
Hongkong, on TUESDAY, the 8th proximo,
at Twelve o'clock Noon, for the purpose of
receiving the Report of the Directors, together
with Statement of Accounts to the 30th April
last, and of declaring Dividends.

The TRANSFER BOOKS of the Company
will be CLOSED from the 24th inst. to the
8th proximo, both days inclusive.

By Order of the Board of Directors,
JAMES WHITTALL,
Secretary.

Hongkong, 16th November, 1903. (1374e)

FOR NEXT FIVE DAYS.

FOR SALE AT LESS THAN FACTORY
COST FOR CASH.

25 HIGH GRADE AMERICAN BI-
CYCLES.
10 AMERICAN SEWING MACHINES.
10 PLATFORM SCALES.
10 CIGARETTES.
50 VICTOR TALKING MACHINES.
JEWELRY, PERFUMERY, SOAP, DESKS TABLES
AND FIXTURES.

CHINESE-AMERICAN COMMERCIAL
COMPANY,
20 and 21, Connaught Road,
Hongkong, 21st November, 1903. (1393e)

CHRISTMAS GREETINGS IN
ADVANCE.

AN early opportunity to those WISHING
TO SEND GREETINGS to their
RELATIVES AND FRIENDS at Home.

I have just unpacked a parcel of Raphael
Tuck's XMAS AND NEW YEAR'S CARDS
of various pretty designs and description,
specially selected to suit the taste of young
and old.

Very moderate prices and as usual 10% dis-
count for cash.

H. RUTTONJEE,
No. 5, D'Aguilar Street,
and
36 and 38, Elgin Road, Kowloon.
Hongkong, 20th November, 1903. (1393e)



PURE
DELICIOUS
REFRESHING

may now be had in Cases of
4 Doz. Quarts at \$15.00.

MACEWEN, FRICKEL & CO.,
3, DUDDELL STREET,
1st September, 1903. (650e)

PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.75 ex Factory.

In Bags of 250 lbs. net \$2.86 ex Factory.

SHAWAN TOMES & CO.,
General Managers.
Hongkong, 15th August, 1903. (19)

SAMSHUI TRADE REPORT.

(Continued.)

4. Coast Trade.—Liquid Indigo comes from Wuchow and goes to Fatsan and Sainam, where it is much in demand for dyeing purposes. Formerly the Wuchow merchants used to send their Indigo by junks, which took the cargo, without transshipment or breakage, to the very doors of the purchasers. Later on the steamers were tried; but, as the shipping at Wuchow and transshipping at Samshui in deep-hold steamers occasioned breakage and trouble, the shippers reverted to junks. Now, however, the new steamers are flat-bottomed, and they take the cargo on deck; moreover, the pottery jars have been replaced by wooden tubs, so that breakage is nil; and as steamer freight is cheaper, even with transshipment, the shippers are again abandoning junks. 11,357 piculs were imported during the year, against 8,700 piculs in 1901.

5. Inland Transit.—The number of Inland Transit Passes issued in 1902 is far below that of 1901, owing mainly to the much-reduced import of Piece Goods. Brel-nuts, Flour, Matches, and Sugar are the main articles sent inland. Inland Transit Passes surrendered were also fewer in number, but they covered larger amounts of goods, mainly Straw Bales, and yielded more Duty than in 1901.

6. Shipping.—The steamers which visit Samshui are not large, but they are numerous and give the Customs staff much day and night work. The Canton-Wuchow steamers are over 300 tons, and they carry Foreign officers; the Hongkong-Samshui steamers are under 150 tons, and they are in charge of Chinese captains. By reducing expenses the companies manage not only to live but, it is said, to make money. The Hongkong-Wuchow steamers call here only when they have cargo for Samshui or one of its stages. During the year 2,444 steamers gauging 360,444 tons, entered the port, being an increase of 70,000 tons over the entries in 1901; and during the same 12 months 2,336 steam-launches, gauging 10,453 tons, reported at the Customs House, these figures showing a decrease of nearly one-half as compared with those of the previous year—decrease due simply to the low state of the river during the greater part of the year. None of these launches are flat-bottomed. When the year is dry and the river shallow, the steam-launches cannot use the Fat-shan channel and they do not pass Samshui. As to junks, all flat-bottomed and drawing less than 2 feet laden, they all pass here in an incessant procession on their way from the great marts—Canton, Fatsan, and Chanchuen—to the towns of the West and North Rivers. Up and down, the yearly number cannot be less than 30,000 junks, besides 800 or 900 large wooden rafts, and thousands of boats laden with straw, firewood, mahoe, etc. These vessels have to stop at all the Likin barriers, provincial Custom Houses, Hopon stations, and the toll-bars of pirates. The taxes and exactions payable are, as a rule, not heavy, and they do not prevent a single junk from trading; but the delay and annoyance caused to retail trade and fluvial shipping are indescribable, and it takes a people patient, enduring, and submissive like the Chinese to bear uncomplainingly what a white man would declare intolerable. Heretofore the huge wooden rafts—enormous piles of timber, resembling floating villages and often as unmovable and unmanageable as rocks, often blocked the entrance to, and neighbourhood of, the port; but during the year the Commissioner was able to regulate the passage of the rafts, and now they are towed in turn past the harbour by a Government launch.

7. Passenger Traffic.—The number of travellers using steamers has increased during the year. Kiangmoon has exchanged 180,446 passengers with Hongkong and 28,654 with Macao; Kunchuk, 21,024 passengers with Hongkong and 6,175 with Macao; Samshui, 9,514 passengers with Hongkong and 2,184 with Macao. In all, 265,742 persons have travelled by larger steamers, exclusive of steam-launches, in the delta during 1902, against 259,211 in 1901.

8. Treasure.—No remarks.

9. Opium.—In the spring a Chinese company of merchants was authorised to reform the system of taxation on prepared opium. Branch offices were opened all along the river; but before the autumn had arrived, the company was forced to close its doors, because, though with right on its side, it went so wrongly to work—in attacking British opium before it had been boiled and sent into consumption—that it warranted the opposition of both English importers and Chinese buyers. The taxation was not an illegal innovation; the reform merely meant to raise the former tax from 3 candareens to 12 candareens per ounce of smokeable drug, and to compel every individual buyer of no matter how small a particle of drug to provide himself with a tax-paid certificate, instead of, as heretofore, compelling only the selling shops to purchase licenses. The company will now revert to the system of shop licenses, but no doubt with increased fees and better rules. As regards this port, the result of the incident has been to convince some opium buyers, formerly importing *via* Canton, that the Samshui route is both less expensive and troublesome.

10. Miscellaneous.—The spring brought cholera in the district, and the summer brought dengue fever; the Chinese population suffered severely, seven persons out of every ten being attacked by the latter disease. The district is not unhealthy, but not being in constant communication with Canton and Hongkong, it cannot avoid contamination. Samshui is remarkable for the suddenness and violence of its squalls, which rise without warning, blow furiously for half an hour and fall as suddenly as they came, often causing irreparable damage. The place is also remarkable for its yearly inundation: it may then happen that the West River comes rushing in with great velocity, and, entering the North River channel, forces the North River water to flow back towards its source. On the 18th July the 44, Nanjing,

while coming into port on a moonlight night, when the inundations were at their highest, was surprised by the phenomenon and carried high and dry on the island of Lyachow, where she would still be but for the assistance of a gang of fishermen, who, with their primitive appliances, did in a few hours what the united efforts of three steamers had been unable to achieve. During July the British gun-boat *Maorhen*, a vessel of large size but flat-bottomed and drawing only 33 inches, made a successful trip up the North River as far as Shichow, 200 miles north of this port. Such trips are possible only during the high-water season, and it must not be inferred therefrom that the river is navigable all the year round for other than extremely lighted-draught (say, 12-inch) flat-bottomed vessels. On the 27th November a disturbance, caused by the imposition of new taxes on Samshui distilleries, took place at Kongmoon, lasting for three days. Several highway robberies were reported during the year. Each China New Year is generally preceded by half a dozen reports of piratical exploits; they have not the importance which uninitiated persons attribute to them. Junks and rafts which pay *Haneshui*, or blackmail, at certain places and to certain men are not interfered with, and they receive a protecting flag. At times, when bird crops come to increase misery, and money is wanted to pass New Year, the plundering of a steamer, or a rich junk is ordered; and then the companions proceed to various parts to board the steamer as innocent passengers, secure good berths, collect information, and, when the ship reaches a certain spot, they draw their revolvers, not to kill, but merely to frighten their brother-passengers and make them more easily comprehend their declarations, to wit, that the elders are in want of money, that the society is poor, that the members find themselves compelled to "borrow" this or that from their brothers (the passengers). Business is done politely, and it is only in self-defence or to punish aggression that shooting takes place. Such attacks are very rare, and they cannot take place where captains carefully search their passengers. South China is safer than many Occidental countries; outrages do happen, but proportionately fewer than in Europe. The officials, with their handful of soldiers, work wonders in protection matters, and they deserve praise, not blame. Moreover, the native is not anti-Foreign, and provided no lesion be shown of annexing his land or confiscating his goods, he generally shows himself friendly and progressive.

J. A. VAN AALST,
Commissioner of Customs.
Samshui, 14th February, 1903.

"LITTLE ENGLAND BEYOND WALKS."

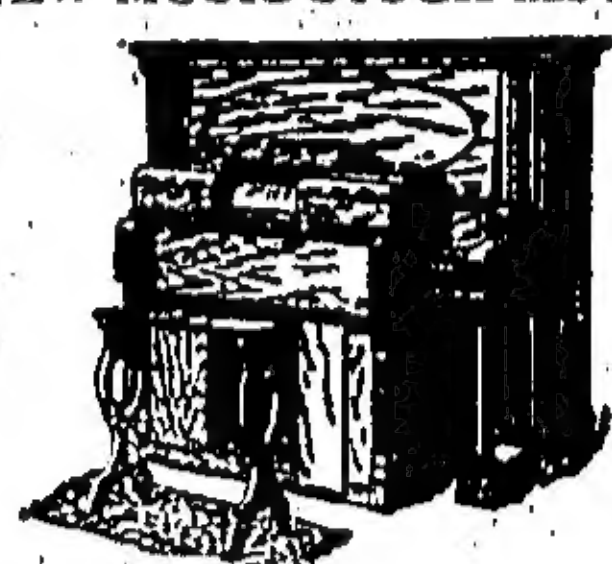
The damp and the varying climate of "Little England beyond Wales," as the country of Pembrokeshire is sometimes called, was responsible for the painful experiences of William Charles, a dairyman, of the Observatory, Hakin, near Milford Haven. He has aroused interest in Pembrokeshire, as he has been known to be a sufferer from rheumatic fever for very many years, and from its after effects, and experienced a wonderful cure by Dr. Williams' pink pills for pale people.

He said: "Eight or nine years ago I had a most severe attack of rheumatic fever. In spite of all the doctors, I did not rally, and all hope of my complete recovery was practically given up. You are no doubt aware that rheumatic fever always leaves something behind it, often a weakness of the heart, and that is why assurance companies won't accept a risk on the life of one who has suffered from the disease. In my case the rheumatic pains became chronic and for seven years I was a confirmed invalid. A neighbour told me of Dr. Williams' pink pills, and, in spite of my state, advised me to give them a trial, saying that in cases which all ordinary medicines were powerless to touch, these pills have effected their most astonishing cures. I took the pills after each meal. They are not purgative, but, on the contrary, strengthening, and although I did not feel much good from the first bottle, my wife persuaded me to persevere with a second. I felt a distinct improvement from that bottle, and before long the racking pains gradually left me and I was able to take food as I had not been able to do for years. I have never looked back since. The stiffness and pain never troubled me again."

A good deal is being said in the daily papers on the practice of substitution by shopkeepers who, when asked for well-known remedies, try to sell worthless substitutes for the sake of greater profit. It is therefore interesting to note that the pills which cured Mr. Charles were the genuine pills. The genuine Dr. Williams' pills have cured paralysis, locomotor ataxia, rheumatism, and sciatica, and all diseases arising from impoverishment of the blood; scrofula, rickets, chronic erysipelas, consumption of the bowels and lungs, anæmia, pale and sallow complexion, general muscular weakness, loss of appetite, palpitations, pains in the back, nervous headache and neuralgia. Purchasers should therefore take pains to see that the pills bear the full name, Dr. Williams' pink pills for pale people; otherwise they are worthless. Dr. Williams' medicine company, Holborn-viaduct, London, send a bottle post free for two and ninepence if there is doubt. Dr. Williams' pink pills are noted for their good effects on Women. They are the greatest and safest general tonic medicine ever discovered.

The permanence of their effect is proved by Mr. Charles' case. "You are quite recovered?" he was asked. "Yes, perfectly, and able to follow all my duties about the farm. Further, as you see, I am afraid not even of the severest weather—a marvellous thing on one who has had the experience I have had in the damp and varying climate of 'Little England beyond Wales.'"

Intimations.
THE ROBINSON PIANO Co., LTD.
NOTE.
ENTIRELY NEW STOCK ARRIVING.
SPECIALLY AND MOST CAREFULLY CHOSEN BY OUR MR. ROBINSON, NOW IN EUROPE.
GREAT REDUCTIONS
in our present stock of Pianos and Musical Goods.
Our NEW MUSIC STOCK has arrived.



THE APOLLO MASTER PIANO PLAYER

THE BEST OF ALL.

THREE STYLES: PRICE FROM \$450 UP.

PATTI ENDORSES THE APOLLO.

Adelina Patti (Baroness Cederstrom) has given another great testimonial to the Apollo Piano-player. She was so delighted with the instrument that was purchased by her last year that this second testimonial is even stronger than the first one that she gave. Mme. Patti says that "the Apollo never has given her the slightest trouble and that the new concert grand is one of the most wonderful and perfect piano-players that she has ever seen."

Hongkong, 28th October, 1903. [455]

THE CHINA & JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$100 Per Annum.
PRIVATE LINES, By Arrangement.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.
INCLUDING—

BATTERIES,
CHEMICALS,
ELECTRIC BELLS,
INSULATORS,
LIGHTNING CONDUCTORS,
SWITCHES,
TELEPHONES,
WIRE, &c., &c.,

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS.
Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanics sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS:—2, ICE HOUSE ROAD.

For full Particulars, &c., Apply to
W. STUART HARRISON,
A.M. INST. C.E.,
Manager.

Hongkong, 2nd April, 1903. 49

Auctions.
PUBLIC AUCTION.
THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED), TO-MORROW, the 24th November, 1903, at 2 P.M., at the METROPOLE HOTEL, Shau-ki-wan Road, SUNDAY, HOUSEHOLD FURNITURE, Comprising—
DOUBLE and SINGLE BEDSTEADS, TOILET TABLES, WARDROBES, DINING TABLES and CHAIRS, &c. &c.;
ALSO
ONE COTTAGE PIANO by BROADWOOD; ONE LARGE IRON SAFE by PHILLIPS, BIRMINGHAM; ONE BILLIARD TABLE by THURSTON, LONDON; LARGE and SMALL ROUND TABLES;
AND
A number of PLANTS with and without Pots.
Catalogues will be issued.
TERMS—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 23rd November, 1903. [1400c]

PUBLIC AUCTION.
THE Undersigned have received instructions to sell by PUBLIC AUCTION, on WEDNESDAY, the 25th November, 1903, at 10 A.M., at H.M. NAVAL YARD, SUNDRY NAVAL, OBSOLETE AND CONDEMNED STORES, Comprising—
Boat's Boiler (about 40 H.P.), Old Brass, Copper, Iron, Paper Stuff, Rags, Canvas, Clothing, Implements, &c., &c.
Catalogues will be issued.
TERMS OF SALE—As customary.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 19th November, 1903. [1389c]

PUBLIC AUCTION.
THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on FRIDAY, the 27th November, 1903, at 11.30 A.M., at the SALES ROOMS, No. 8, Des Vœux Road, Corner of Ice House Street, A VERY FINE COLLECTION OF CLOISONNE WARE, Comprising—
Assortment of VASES, SOAP BOXES, INCENSE BURNERS, CAKE BOXES, WALL PLATES, TEA POTS, TEA CASES, NAPKIN RINGS, BUCKLES, FLOWER POTS, CIGARETTE CASES, TRAYS, ASH TRAYS, TOBACCO SETS, &c., &c., &c.
N.B.—After 100 the sale will be stopped and resumed at 2.30 p.m.
The above will be on view from Monday, the 23rd instant.
Catalogues will be issued.
TERMS—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 20th November, 1903. [13 7c]

Masonic.
EOTHEN MARK LODGE, No. 264.
A REGULAR MEETING of the above LODGE will be held at the FREEMASON'S HALL, Zealand Street, TO-MORROW, the 24th instant, at 5 for 5.30 p.m. precisely. Visiting Brethren are cordially invited to attend.
Hongkong, 21st November, 1903. [1402c]

Notices of Firms.
BANQUE DE L'INDO-CHINE.
HONGKONG AGENCY.
HAVING returned to this Colony, I will RESUME the management of this Agency on Monday, 23rd November, 1903.
LOUIS BERINDOAGUE,
Manager.
Hongkong, 21st November, 1903. [1399c]

NOTICE.
WE have this day authorized Mr. M. HIGASA to sign our firm per procurator.
MIDZUSHIMA & Co.
Hongkong, 21st November, 1903. [1401c]

Intimations.
GOVERNMENT NOTIFICATION.
INFORMATION has been received from the Military Authorities that GUN PRACTICE will take place from the undermentioned Batteries and on the dates as specified opposite:—
Fly Point and Upper Belcher Batteries in a direction to the South of Chung Hue Island at a range of about 4,500 yards, on the 25th November, 1903.
Stonecutters South Shore and East Batteries in a South-Westerly direction at ranges from 2,000 to 3,000 yards, on the 27th November, 1903.
Lymanus (Tak-sha-wan and Sy-wan Batteries) in the direction of the entrance to Junk Bay at ranges from 2,000 to 4,000 yards, on the 28th November, 1903.
Practice will commence at 9 A.M. daily, and about 11 A.M. daily, if the range is clear.
By Command,
F. H. MAY,
Colonial Secretary.
Colonial Secretary's Office, Hongkong, 19th November, 1903. [1388c]

DEUTSCHE WEINGESSELLSCHAFT DUHR & CO., COELN.
STOCK ON HAND OF
AHRLEICHART, a red Ahr Wine at \$18.50
GRACHER, Moselle at \$16.50
LAUBENHEIMER, Hock at \$15.00
All per Case of 24 Quarts.
Price Reductions for Larger Orders.
GROSSMANN & CO.
Hongkong, 16th October, 1903. [1379c]

Mails.
NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HIROSHIMA MARU	MOJI, KOBE and YOKOHAMA	FRIDAY, 27th Nov., Daylight.
J. Nagao	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 28th Nov., Daylight.
SADO MARU	BOMBAY, VIA PORTS	SATURDAY, 28th Nov., 4 P.M.
IDZUMI MARU	VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	SATURDAY, 28th Nov., 4 P.M.
SHINANO MARU	BOMBAY, VIA SINGAPORE AND COLOMBO	TUESDAY, 1st December, at Noon.
YAWATA MARU	NAGASAKI, KOBE and YOKOHAMA	WEDNESDAY, 2nd Dec., at Noon.

* Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamship Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 20th November, 1903. [5]

NORTHERN PACIFIC STEAMSHIP COMPANY.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamers.	Tons.	Captains.	1903-04.
Olympia	2,837	A. Dixon	Nov. 25
Tacoma	2,812	M. Ridley	Dec. 15
Victoria	3,502	J. Truebridge	Dec. 19
Tremont	9,666	T. W. Garlick	Dec. 21
Lyra	4,417	G. V. Williams	Jan. 21
Shawmut	9,066	W. M. Smith	Feb. 20

† Cargo only.
‡ Not calling at Shanghai.
Steamers marked (*) have no second-class passenger accommodation.
The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe.
Special rates allowed to members of Government Services.
Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.
For further Information as to Freight or Passage, apply to
DODWELL & CO., LIMITED,
General Agents.
Hongkong, 23rd November, 1903. [874d]

Hotel.
KING EDWARD HOTEL.
A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR AND BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table D'Hotel at Separate Tables.

For Terms, &c., apply to the MANAGER.

Hongkong, 23rd October, 1902. [1110d]

For Sale.

FOR SALE.

INCANDESCENT LAMP.
Gasoline Lamps of all descriptions from the best makers.

Incandescent Mantles, Chimneys, Globes, Shades, &c., for Gasoline and Gas Lamps at the most moderate prices.

Lamps fixed up for Buyers free of charge.

Naphtha of the best kind kept in stock.

TAI KWONG CO.,
36, Lyndhurst Terrace.

Hongkong, 17th November, 1903. [1375c]

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid and any other Chemicals. PRICE \$10.50 per case of 48 bottles (quart or 6 doz. pint).

Special Prices for Quantities.
Sole Agents—
SIEMSEN & Co.
Hongkong, 10th January, 1903.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX;

ALSO PORTS OF BRAZIL AND RIVER PLATE

ON TUESDAY, the 1st December, 1903, at 1 P.M., the Company's Steamship "MANCHE," Captain Moirand, will be dispatched for SAIGON, with Mails, Passengers, Specie and Cargo to Europe and Ports of Call for transshipment to S.S. *Himalaya* connecting at Colombo with S.S. *Sydney*.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on MONDAY, the 30th instant. Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board, the must be left at the Agency's Office. Contents and Value of Packages are required. For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.
Hongkong, 21st November, 1903. 1004

Insurances.

NEW ZEALAND INSURANCE COMPANY.

FIRE AND MARINE.

ESTABLISHED 1859.

CAPITAL £1,000,000.

HAVING been appointed AGENTS for the above Company, we are prepared to issue Policies of Insurance at Current Rates.

REISS & CO.,
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Hongkong, 5th November, 1903. [1329c]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept Fire Class FOREIGN and CHINESE RISKS.

CURRENT RATES.
SIEMSEN & Co.
Hongkong, 18th May, 1902.

To be Let.

TO LET.

NO. 1, RIPON TERRACE (in FLATS)

HOUSES in WONG NEI CHONG ROAD facing Race Course.

FLATS in MORRISON TERRACE, facing the Polo Ground.

OFFICES now in course of erection, CO NAUGHT ROAD (near BLAKE PIER).

GODDOWNS in BLUE BUILDINGS.

GODDOWNS for Coal or Yarn, FRANK EAST.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 12th November, 1903. [1335c]

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MORRISON HILL GAP ROAD. N. House, 4 Rooms, Bath Room, Office, and Verandahs. Only \$40 inclusive of Taxes.

WILD DELL BUILDINGS, No. 1, WANCHAI ROAD. Comfortable and Airy Flats of 2 or 3 Rooms, for \$25 inclusive of Taxes.

S. A. SETH,
Land and Estate Broker,
Dairy Farm Co., Ltd.
Hongkong, 12th September, 1903. [9]

Antimations.

S. WATSON & CO.,
LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1841.

CLARETS.

	Per Case	Per Bottle
ESTEPHE	8.00	9.00
JULIEN	10.00	11.00
ROSE	14.50	14.50
CHATEAU HAUT		
BRIEN LARRIVE	20.00	22.00
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ARMAILHACQ	24.00	26.00
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CANET	28.00	
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CARNET	33.00	
CHATEAU RAUZAN	48.00	
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All less 10% discount on account of Current Exchange.

These CLARETS are specially selected. Obtained from the LEADING FRENCH VINEYARDERS; they are of exceptional value in fine condition.

THE CHATEAU BRANDS
recommended to the notice of Connoisseurs as high-class after-dinner Wines.

S. WATSON & Co.,
LIMITED,
THE HONGKONG DISPENSARY.

TELEPHONE NO. 17.
CABLE ADDRESS: "WATSON," HONGKONG.
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CHEE & CO.,
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TEMPORARY STORE:
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MAS & NEW YEAR CARDS.

URNITURE DEALERS.

DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.

ELECTRO-PLATED,
GLASS, and
CHINA WARES.

STEEL'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES,
WORKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC DEPARTMENT.
DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.
PROMPT RETURN.

Hongkong, 29th August, 1903. [728d]

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CONSULTING ENGINEERS AND
SHIPBUILDERS,
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "ARMICHAEL," Hongkong.
A. B. C. Code, 4th Edition.
Cable Code.
Cable Address: Standard Code.
TELEPHONE, 232.
HONGKONG, 20th March, 1903. [355e]

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

NOTICE.

All communications intended for publication in the "HONGKONG TELEGRAPH" should be addressed to the Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Of course, business communications should be addressed to the proper authorities.

The Editor will not be responsible for any rejected MS., nor for return of any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.
WEEKLY—\$13 per annum.
The rates per quarter and per month, proportional. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, MONDAY, NOVEMBER 23, 1903.

THE FRENCH MAIL SERVICE.

The Tonkin papers report that important changes in the Messageries Maritimes mail service to the Far East are contemplated. Should these modifications take place this port will no longer be visited by the big steamers of the French Company. A Hanoi contemporary, the *Avenir du Tonkin* in its issue of the 14th inst. states that the M. M. Co. have come to an arrangement with the French Colonial Government whereby, from the 1st January next, Yokohama will cease to be the terminus for the big mail boats floating the *tricolor*. According to our *conférence*, the steamers will go on from Saigon to Haiphong and will discharge their cargoes in Haiphong Bay. The service from Haiphong to Japan via Hongkong and Shanghai will be ensured by the fleet of small boats at present running between Saigon and Tonking viz.:—*The Tamise, Haiphong and Maniche*. These are vessels of from 1,500 to 2,000 tons register. On being interviewed by our representative, M. de Champeaux, agent for the Messageries Maritimes in Hongkong, kindly informed us that he had, as yet, received no information with regard to this important change in the service of the company, and added that he did not place any trust in the news given by our Tonkinese contemporary. However, there can be no doubt, that for some time past, the French Government in Indo-China have been making strenuous efforts to induce the M. M. to run their big steamers on to Haiphong. The access to that port has been considerably improved within the last two years and the canal at Dinh-vu, opened last year, enables steamers drawing not more than 21 feet to go up the river at all tides. Considerable sums of money have also been spent in building fine wharves at which steamers with a draft of as much as 27 feet can lie and discharge. A further sum of \$80,000 is to be expended in prolonging these wharves along the river front of the town, so that they will have a total length of something like seven hundred yards, and in erecting new and more extensive custom-house godowns. It is therefore somewhat natural that the French authorities should like to see their big mail-boats running from Marseilles to the chief sea-port of Tonking.

HONGKONG IN SHANGHAI DOCK.

In reporting the arrival recently of the U.S. monitor *Monterey* from the North to be docked in Hongkong for repairs to her boilers, we made the following observations: "That our docking establishment is being once more restored in favour of the Naval authorities of the U.S. Government, must be satisfactory to those interested in the largest ship-building and repairing concern in the East. At one time it was a matter of common complaint that war vessels of the United States navy in these waters, requiring repairs, gave Hongkong a wide berth, and Shanghai, it was alleged, had usurped the favours which formerly were a monopoly of Hongkong. From the list of American transports and other vessels that have recently passed through the hands of the Hongkong and Whampoa Dock Co., there are ample evidences that the proportion of American warships in Far Eastern waters docked in Hongkong is still greatly in excess of the number docked anywhere else." We note that our Northern contemporaries have been quoting our report. *The Times* and the *Gazette*, in commenting upon the "lifting" of the job from Shanghai, inquired whether ship-repairing had become a dead industry in the Model Settlement. The reply is apparently furnished by our senior morning contemporary in the North. In a paragraph printed in its issue of the 18th inst. the *Daily News* remarks,—"We trust that no shareholders in S. C. Farnham, Boyd and Co., Ltd., have been needlessly alarmed by the recent premature exultation of the *Hongkong Telegraph* over the supposed abandonment of the docks at Shanghai by the American navy. It will interest them to know that no less than fourteen American warships and transports have had repairs here during the past year, and ten of them have been docked here, one twice. The *Monterey* over which the *Hongkong Telegraph* is jubilant, went south to go to her station.

LOCAL AND GENERAL.

"AN American citizen" not having submitted his name, his communication cannot be printed.

THE wreck of the British ship *Falls of Elrick* has been sold by auction at Batavia for 1,010 guilders. The boats fetched 210 guilders.

THE Indian Government has reduced the period of qualifying service for the long service and good conduct medal for native soldiers from 20 to 18 years.

YUAN, Tsoai of Ho-o-chen, has arrived in Peking. He has been dismissed from office, for causing the execution of 200(?) mounted bandits hired by Russia.

CAPTAIN Barton of the s.s. *Clavering*, from Moji, reports that at 4 p.m. on the 21st inst., he passed a deserted water-logged fishing boat S. W., 6 miles from the Lammoeks.

HERR F. O. Licht, of Magdeburg, in his circular, on the beet sugar trade, states that the production during September showed an increase of 29,000 tons, and that the total production for the campaign shows a surplus of 328,000 tons.

THE engineers employed at the works on the Clyde are making a levy in aid of the German Metal Workers' Union which is struggling for a reduction of hours. The levy is to reciprocate the German contribution of £14,500 made to the engineers during their strike in 1897.

OWING to slackness of work in the construction branch of the Railway Department, at Melbourne, half a dozen of the surveyors and engineers have left for Malay Peninsula, where the British Government is constructing a railway from Seremban through Johore to the seaport, facing the Island of Singapore. Another batch of six left six months ago.

THE American bark *Prosper*, one of the swiftest "windjammers" on the Pacific, has made another record trip. She sailed into Manila harbour on 17th inst., only 61 days from San Francisco, with 850,000 feet of lumber on board, consigned to Findlay & Company. The *Prosper* holds the record between Shanghai and San Francisco. Sailing from the former port on October 1st, she laid over 11 days at Kobe and reached San Francisco on November 1st, in advance of the mail steamer that left Shanghai for Frisco with her.

SEVERAL of the Tonking papers complain bitterly of the misconduct of the French soldiers belonging to the garrison at Hanoi. Our contemporaries state that it is of daily occurrence to meet intoxicated troops tottering through the streets, followed by a crowd of jeering natives, or being paraded round the town in a ridiculous manner, sleeping off the effects of their intemperance. The *Avenir du Tonkin* appeals to the General Commanding-in-Chief to take urgent measures to stay the increase of drunkenness in the colonial army. A few days ago a passing civilian was seriously assaulted in the street by a drunken and infuriated artilleryman, and several men of the Colonial Infantry recently wrecked a native theatre and maltreated a number of Europeans because they were requested to pay before being allowed to enter.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

The *Don Juan de Austria* would have been docked here, but was ordered away in search of the *Benjamin Seavall*, and the *Monadnock* and *Villalobos* are to dock very shortly. Our readers will undoubtedly do us the justice to admit that, in the report we reprint above, we indulged in no "premature exultation" over the fact that the *Monterey* was to be docked here in preference to Shanghai. We reported the news as an interesting item to the Colony especially so to the large number of people here and abroad concerned in the most important local industry. Our remark, however unpalatable to shareholders in the rival concern in the northern port, is beyond dispute amply borne out by fact to any one at all acquainted with the present direction of the Hongkong and Whampoa Dock Co. The *Monterey* did not come down South. In consequence of a change of station only. As a matter of fact, she was docked at Kowloon on the 14th inst., and has since been undocked, on the completion of the necessary repairs. Glancing at the official daily returns of vessels docked, which is published in the *Hongkong Telegraph*, we find that for the past three months since the 23rd August no less than eight vessels of the American Government have been docked here at different dates. To be precise, they are the *Callao* and the transport *Sumner* (Aug. 25); transports *Seward* and *Wright* (Oct. 14 and Oct. 15, respectively); *Don Juan de Austria* (Oct. 24), the monitor *Monterey* and *Ajax* (Nov. 14), and the despatch boat *Zafiro* (Nov. 18). We mention these facts in detail not in disparagement of the justly famed establishment of Messrs. Farnham, Boyd & Co. to whom we are glad to be able to accord the palm for out-doing the Hongkong Dock Co. in securing the *Monterey* from their hands, but to award the fair meed of "honour, to whom honour is due." It is unquestionable that since the present directorate has been in office with their master hand at the helm, the destinies of the Hongkong and Whampoa Dock Co. could not be entrusted into safer hands. Such is the public opinion, and we claim to be in a special position to arrive at correct knowledge of the subject in question.

LAND COURT APPEAL CASE.

ANOTHER MOTION.

Sir William M. Goodman, Chief Justice, and Mr. A. G. Wise (Puisne Judge), sitting in appellate jurisdiction at the Supreme Court this morning, heard an application by Mr. M. W. Slade for leave to add the names of two Chinese parties as respondents in the appeal from a decision of the Land Court in the case of Lam Tsung Fuk and Lam Tak Luk, who claimed a tract of foreshore and sea-bed, extending from the old boundary of British Kowloon for a distance of 12 miles in front of Kowloon City and the village of Chinwan.

Mr. M. W. Slade was instructed by Mr. F. B. Deacon, of Messrs. Deacon and Hastings, while the Attorney-General (Hon. Sir H. S. Berkeley), with whom was Mr. E. H. Sharp, K.C., (instructed by the Crown Solicitor, Mr. F. B. L. Bowley) opposed the application, and Mr. F. P. Hett (from Mr. G. K. Hall, Barrister), watched the motion on behalf of the claimants.

The Chief Justice asked why the application had not been made sooner, considering that leave to appeal was granted three months ago. Mr. Slade replied that he had expected the Crown to join them, as, indeed, it would have been a proper course for them to have taken. It was obvious to anybody who had read the evidence taken in the Court below that unless the Crown adduced further evidence they could not possibly succeed, and it was not until the 13th November that they did obtain leave to adduce that further evidence. Until that time it did not seem to be necessary for the assignees to put themselves to the expense of being made parties even if the Crown were not going to do so, and as soon as the Crown obtained leave to adduce fresh evidence then it became of vital importance to the assignees to get themselves made parties. Counsel proceeded to place before the Court the position of the assignees, as set forth in an affidavit of Mr. F. B. Deacon, filed on the 18th November, and pointing out that they purchased from the purchasers of the original claimants, whose claims, amounting to an area of 40.69 acres, was allowed by the Land Court on the 7th December, 1901. On the 13th January, 1902, applicants' solicitors wrote to the Colonial Secretary inquiring if a certificate of title would be issued, as claimants wished to deal with the property. On the 4th February the Colonial Secretary replied that it had not been considered expedient to issue a formal certificate of title pending the determination of the exact amount of taxes payable on the land; but it was hoped that that would be settled at no very distant date.

The Chief Justice thought no duty was cast upon the Crown Solicitor to add the applicants as parties, as the only question to be dealt with was whether the judgment of the Land Court was right or not, and whether one of the documents was trustworthy.

Mr. Slade submitted that applicants had the whole of the right, title and interest of the claimants. In fact, under the title allowed by Ordinance they were in possession.

The Attorney-General pointed out that they had no possessory title.

Mr. Slade maintained that they had a title, allowed by the Land Court under the Ordinance, and, moreover, one which was strengthened by the Colonial Secretary's letter, which could only mean that the Government would grant an appropriate title as soon as the exact amount of taxes was settled.

The Chief Justice—If the claimants obtained this judgment of the Land Court by fraud—I don't for a moment say they did—but supposing they did, it would not lay in their mouths to say we very nearly did the Government, and we have a letter from the Colonial Secretary saying they were not going to give a title until certain matters had been settled.

Mr. Slade—It lays in our mouths.

The Chief Justice—The question is whether you have an interest in this matter. This is an appeal from a judgment in favour of the claimants, and if the appeal is dismissed you will be able to have the rights of the claimant; but if it is successful, and it is shown the judgment was erroneously obtained from the Land Court, you will have to turn round on the claimants and deal with them.

The Puisne Judge—Supposing we upset the Land Court's decision we are not going to say the land belongs to you. I am not going to give you a title.

Mr. Slade—I will get it from the Privy Council then.

The Chief Justice—You won't get it from me, I can assure you.

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THE difference in the temperature between the Peak and the city was very marked this morning. At the higher altitude the thermometer registered 58° F. while in Victoria it was 68° F. Peakies are experiencing delightful weather.

A MOTION was presented to the Mixed Court at Shanghai by Mr. Ellis on behalf of Messrs. Bisset and Co. to obtain possession of the building in which the "Supao" prisoners published their paper until its suppression. The building, which is in Hankow Road, is locked under the seal of the Mixed Court, and the printing plant and machinery are contained therein. Mr. Ellis asked for a payment of one-half of the rent by the Chinese Government. The Assessor stated that the "Supao" prisoners were responsible for the rent, but that, inasmuch as the building was closed by order of the Taoai, the Chinese should pay one-half of the rent. The decision on this point, however, was reserved. The Assessor also stated that an order would be issued for the removal of the contents of the building and that it would be returned over to Messrs. Bisset and Co. The printing plant and machinery will be removed to a suitable place for storage, and will be sealed by the Mixed Court until the determination of the "Supao" case.—N. C. D. News.

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Mr. Slade—It has to be decided some time or another, for it clearly comes within the words of the section.

The Chief Justice pointed out that the question was whether the parties should be made respondents or not.

The Attorney-General thought the proper course would be for them to watch the proceedings.

Mr. Slade—The question is who is entitled to this piece of land?

The Chief Justice—No, it is not.

Mr. Slade—Yes, my lord.

The Chief Justice—Pardon me. There have been five or six claims made and they are barred.

Mr. Slade—I submit, my Lords, the question to be decided by this Court is, Who is entitled to this land?

The Puisne Judge—No, no.

Mr. Slade—Allow me to finish my sentence. Who is entitled to this land—the Crown or the respondents?

The Chief Justice—The Crown or the claimants.

Mr. Slade—Or the respondents, or the people who have bought from them.

The Chief Justice—We are dealing with whether a judgment given on a certain date is correct. What happens since then does not matter in the least.

The Attorney-General—All the transactions are subsequent to the judgment of the Land Court.

After further argument, the Chief Justice said he entertained the view that he was to decide as to whether the decision of the Land Court was right or not.

Mr. Slade argued that it was a perfectly well defined principle of English law, laid down in many cases, that no Act of Parliament could be ever construed by any Court of law so as to effect rights acquired in the past unless those rights were effected in the clearest and most unmistakable language. The Ordinance under which the Crown obtained leave to appeal did not contain any reference whatever to purchasers from the original claimants. Their position, as assignees from the original claimants, was absolutely unaffected by Ordinance, 13 of 1903. At the time when the applicants purchased the property the vendors had indefeasible rights; their title had been allowed by the Land Court; time for appealing had passed; the Crown recognised that decision and they were indefeasible and absolutely entitled to either the land or compensation. The assignees were the persons owning the land, and he was entitled to be heard on the question, and to put forward such matters as he had arisen between the original action and the appeal, to show that appellants had lost their rights to the land. He desired to put forward certain matters which had arisen subsequent to the decision of the Land Court, and on those grounds submitted he was within the words of the Code, section 63, setting forth that, "the Court may at any stage of the proceedings, either on or without the application of either party, order that the names of any parties, whether plaintiffs or defendants, who ought to have been joined, or whose names before the Court may be necessary in order to enable the Court effectually and completely to adjudicate upon and settle all the questions involved in the cause or matter."

The Chief Justice pointed out that in the event of their ruling that the decision of the Land Court was correct there would be nothing to prevent him bringing an action against the Crown. He drew Counsel's attention to section 2 of Ordinance 13 of 1903 empowering the Supreme Court to grant to the Crown leave to appeal from any decision of the Land Court, and argued that what had taken place since the decision in question could not in the slightest degree affect the question as to whether such decision was correct or not.

Mr. Slade deferentially contended that his Lordship was confusing the form with the substance. The form of the matter was an appeal from a decision, while the substance was the subject matter of litigation and the rights of the parties to that subject matter. In the present case the subject matter was certain land in the New Territory. There were two claimants to the land—one the Crown, the other certain parties. Their Lordships were asked to decide, on appeal, which of those two parties were entitled to the land, and that was why he desired, as representing one of the assignees of one of those parties, to be present at the hearing of the appeal. It was not a mere question as to whether certain members of the Land Court had judged rightly the facts then before them; but they had to try the substance of the matter—who was entitled to the land—the Crown or the assignees. That was his case and, on those grounds, he submitted his clients should be made parties to the suit.

The Attorney-General maintained that Mr. Slade misconceived his position and that of his clients, the assignees; for not only was he not entitled to the right; but their Lordships would be altogether travelling out of the ordinary and proper course if they joined his clients as respondents. As to Counsel's argument, that under section 62 of the Code they could be made respondents, he pointed out that the assignees had not acquired any interest in the property until after the Court below had heard and determined the claim. Counsel had, further, misconceived the effect of section 15 of the Land Courts Ordinance, having overlooked the fact that the word "authorities" in the preceding sentence had no relation whatever to the subsequent sentence. In fact, it struck him, as it must have struck everyone, that the application was extremely stale, and there was no excuse whatever for the negligence of the respondents in not making the application much earlier. Having dealt with that point, he maintained that applicants could not be added as respondents because they were not claimants in the Land Court, and even supposing they were would be unable to support the position, because, according to the law of China,

there were no such documents as assignments, applicants had failed to show any ground for consideration by the Court, if it had the power, because they had been guilty of breaches from first to last.

Mr. Slade replied, arguing that applicants had greater interests at stake than the present respondents; they had points they were desirous of raising on appeal that were not open to them (respondents), and under the wording of the rule the Court ought to make them parties.

THE JUDGMENT.

In giving judgment, the Chief Justice said that on the 3rd December, 1900, two claimants—Lam Tsung Fuk and Lam Tak Luk—laid claim to certain land in the New Territory, and on the 7th December, 1901, the decision of the Land Court was given in favour of the claimants. It was the duty of the Land Court, if it allowed the claim, under section 14, to report that allowance to the Governor in due course in order that he might order a title, appropriate to the case, to be granted, or else, if he thought it inexpedient to grant a title to refer the matter back to the Court to award compensation. The Crown was not represented at the hearing, but, in one sense, it is a standing claimant to all land, because by Section 15 of the Ordinance, all land is declared to be the property of the Crown except such property as persons show a claim to. It was discovered, or the Crown supposed they had discovered, there had been some mistake in the decision of the Land Court owing, among other things, to the fact that one of the documents, a very important one, brought before the Court was alleged to be a forgery. That allegation was made in an affidavit filed by Mr. Bowley on the 24th August last, and the following day the Attorney-General appeared before the Court and was given leave to appeal. Any doubt as to whether the Crown was bound by the meaning of the word "claim" in the old Ordinance was set at rest by the special Ordinance, No. 13 of 1903, which gave the Chief Justice, upon good cause being shown, to grant leave for the Attorney-General to appeal to the Full Court from any decision of the Land Court whether the Crown was represented before the Land Court or not. The order recited, among other things, that upon reading the affidavit of the Crown Solicitor of the 24th August, 1903, leave had been granted to the Crown to appeal. The order contained in it reference to the affidavit on which it was granted, and which every solicitor in the Colony knew must have been filed in Court. The order was served upon the solicitors for the present applicants and, he supposed, solicitors for the claimants (for they were the same people) in August last. It seemed to him a very strange thing, if considering that those solicitors were claiming on behalf of their clients, as compensation, some \$488,000, they should not have taken the trouble to refer to what must have been open to them on the files of the Court—the affidavit on which the Court had acted *ex parte* to grant leave to appeal. If they had read it one would have thought if they wanted certain other persons made respondents in the appeal they would have applied to the Court without delay. He was told by Counsel that no one from the office of that solicitor did read the affidavit and, in fact, the solicitor did not know what the affidavit contained. He accepted the statement, although he considered it was a very strange thing no trouble was taken in the matter when such an enormous sum was involved. Be that as it may, he was inclined to think there was a great deal of delay in making the application; but he did not decide the question on that ground. But upon the real merits of the application—what had the Court to decide? He was not in any way wishing to preclude any claims, but those now made were entirely different from the ones made by the person who said he had established his title before the Court. He did not propose to complicate the question before the Court by introducing a number of parties who had taken assignments made contracts with the original claimants some time after the decision was given. Therefore, for his own part, he was not inclined to add the parties as respondents. If they had rights different from the rights of the original claimants they could bring them to the notice of the Court in any way they thought fit. He had no power whatever, excepting that given him by the Statute, and looking at the wording of the Statute, he did not think it contemplated a number of subsequent assignments being made parties as to whether a decision was a good one or not. Therefore, he declined to add the assignees as parties.

The Puisne Judge said the application ought to be refused, as it did not appear to him that the addition of the applicants as respondents would better enable the Court to come to a decision in the case, because they had to decide whether the Land Court was right or not. At the time the decision was given, the application, so far as the present case was concerned, did not exist, and was really made to try and get a title out of the Court, and he was not inclined to give it.

The application was, therefore, dismissed with costs.

SHIPPING AND MAILS.

MAILS DUE.

Canadian (*Empress of Japan*) to-morrow.
German (*Hamburg*) 25th inst.
German (*König Albert*) 25th inst.
American (*Coptic*) 27th inst.
Tacoma (*Tacoma*) 4th prox.
French (*Australier*) 8th prox.
American (*America Maru*) 8th prox.
Canadian (*Tartar*) 9th prox.
Tacoma (*Victoria*) 13th prox.

The Boston S. S. Co.'s s.s. *Shamout* arrive at Kobe on 21st inst.

The Imperial German Mail s.s. *König Albert* left Singapore on 20th inst., at 6 p.m., and may be expected here on 25th inst., at 6 a.m.

The Imperial German Mail s.s. *Hamburg* left Shanghai on Saturday, at 11 a.m., and may be expected here on Tuesday, at daylight.

The N. Y. K. s.s. *Idzumi Maru* (Bombay Line) left Moji for this port on 22nd inst., and is expected to arrive here on 26th inst.

The N. Y. K. s.s. *Bombay Maru* (Bombay Line) left Kobe for this port via Moji on

TELEGRAMS.

(Reuters.)

New Zealand.

LONDON, 20th November.
Mr. Seddon's Preferential Bill has passed the New Zealand Parliament after a twenty-five hours' sitting.

LATER.

The New Zealand preferential tariff has passed the Council and will be enforced immediately. It provides for the removal of duty on tea grown in British Dominions.

Great Britain and Italy.

The Italian Foreign Minister has had a long conference with Lord Lansdowne and subsequently an audience with the King.

German Decorations to Japanese.

The Kaiser has conferred the order of the Red Eagle, first class, on the Japanese War Minister, Major-General Terauchi, and the order of the Crown on the Governor of Yokohama.

The Panama Canal Treaty.

The Panama Canal Treaty has been published. By it, the United States guarantee to maintain the independence of Panama and to pay \$250,000 annually after 1912.

The American Mediterranean Squadron.

21st November.
The American Mediterranean Squadron has been ordered to leave Beirut.

Mr. Chamberlain's Fiscal Policy.

A speech, made by Mr. Chamberlain at Cardiff on his Fiscal policy, was characterized by the utmost confidence. He thought that the Tariff reformers had made good progress and that Free Trade was doomed.

Lord Curzon's Tour.

Lord Curzon has arrived at Muscat where he held a grand Durbar.

(Osaka Mainichi.)

The American Cotton Crop.

LONDON, 6th November.
The official estimates of the American cotton crop this season place the total yield at two million bales below last year's production.

Death of a Statesman.

LONDON, 9th November.
Lord Rowton is dead.
[Lord Rowton, was private secretary to Lord Beaconsfield in 1866-68 and 1874-80. He was also Secretary for the Berlin Congress in 1878. He leaves no heir.—Ed., H.K.T.]

(Japanese Exchange.)

China and Moukden.

Peking, 7th November.
At the conference of high Chinese officials in the presence of Their Majesties the Emperor and Dowager Empress, a resolution was adopted in favour of throwing open Manchuria and appointing Viceroys and Governors as in other provinces. It was proposed by Viceroy Chang to forward an official note from the Chinese Court to the Czar on the matter. Prince Ching and some officers proposed that the Chinese Minister to Russia should be notified of the resolution and instructed to lay it before the Czar. The latter motion was adopted and the matter has been wired to the Chinese Minister. The Chinese officials are now waiting for a reply from the Minister to St. Petersburg. The influence of Great Britain, Japan and America on the leading Chinese officials has been more apparent of late, and the result is that the Chinese Government are taking up a resolute attitude toward Russia.

Russian Mobilization Denied.

Berlin, 9th November.
The report that the Russian Minister of War, General Kuropatkin, has ordered the mobilization of the 10th Army Corps for East Asia, is unfounded.

Peking, 10th November.

Most of the Russian Legation officials here are opposed to the policy of re-occupying Moukden. They condemn the audacious movements of the Military men, who, they held, are leading Russia into an awkward position.

KIDNAPERS SENTENCED.

Early in the present month five robbers, belonging to Lo Ting village, the other side of Canton, broke into a dwelling-house, shot the master's son dead, and took away two young girls to Canton, where they were met by two women and a man living at 117, First Street, West Point. A bargain was struck and the captured girls were sold for \$120 each and brought down to Hongkong. Insp. Hudson, R. G. O., hearing of the matter, proceeded to 117, West Point and, finding the two 'slave' girls, took them, together with the other two women and man, to Insp. MacNab, No. 7 Police Station. The matter was investigated with the result that the man and his two accomplices were charged before Mr. Sercombe Smith with kidnapping, and on Saturday the former was sent to prison for twelve months with hard labour and ordered to be exhibited in the stocks for six hours, with a placard bearing the inscription: "This man buys girls," while one of the women was sentenced to a similar term of imprisonment and the other was discharged through insufficient evidence.

The hull of the *Amiral Gueydon*, stranded on the Arabian Coast, was valued at £40,000, of which £36,000 was uninsured. The cargo was valued at another £100,000. The latest mail news about the vessel was that her position and condition rendered salvage operations possible, and there seemed to be a fair prospect of refloating and towing her into Perim.

HONGKONG NURSING INSTITUTION.

Following is the third annual report of this Society to be presented at the meeting on Wednesday next:—

The Committee have pleasure in presenting the third annual report and statement of accounts to the subscribers.

There has been no change in the nursing staff, the Institution still having the benefit of the services of Nurse Gray and Nurse Hair. Against 257 and 290 days respectively in the previous year, they have been engaged during the last twelve months 265 and 260 days, which indicates the continued appreciation and demand for the services of trained nurses.

It will be seen from the accounts that, including the amount of accrued interest and taking into account debts outstanding and monies due, the working account, after repaying in full the sum borrowed from the Guarantee Fund, is \$140.75 to the good for the year; but as this result is only arrived at by making use of the subscriptions for current expenses, instead of reserving them against cost of passages for the nursing staff, the committee can hardly regard it as satisfactory.

In last year's report it was pointed out that a sum of about \$600 should be annually set aside for passages. The Committee do not recommend raising the amount of the subscription as they think that it ought not to be difficult to get a greatly increased number of subscribers—there were only forty-five last year, and there must surely be many more persons in this Colony who are directly interested in keeping this Institution from gradually eating away its guarantee fund and thus coming to an untimely end.

It is with much satisfaction the committee report having received a grant in aid of \$12,000 from the Government, which is to be held in connection with the guarantee fund for investment purposes only.

The sum to the credit of the guarantee fund on the 31st of September, 1903, stood at \$16,377.12, of which \$3,000 was invested in Hongkong Club 6% debentures, \$13,000 on fixed deposits @ 4%, \$565.89 to credit of current account, and \$11.23 due from accounts outstanding.

The thanks of the Institution are due to Lady Goodman, the Hon. Secretary, Mr. H. W. Fraser, the Hon. Treasurer, and to Mr. Pinckney who has kindly audited the accounts. Mrs. Harding, Mrs. Robertson and Dr. Gibson having resigned, their places on the Committee have been filled by Mrs. Siebs, Mrs. Dickson and Dr. Jordan.

The members of the committee in accordance with the rules beg to tender their resignations, but, being eligible, offer themselves for re-election.

F. O. STEEDMAN,

President.

16th November, 1903.

THE "AMPHITRITE" IN DOCK.

We learn that H.M.S. *Amphitrite* will probably be under repair at Hongkong for about six weeks.

On Friday at about 9.15 a.m. she went over to the Whampoa dock for examination and repair of the damage sustained by striking an uncharted rock about twenty miles outside Singapore.

Though the general facts of the accident have been already published the following additional details will doubtless be of interest to many.

It appears that about eight o'clock on the morning of November 6th, while steaming up the South channel, the weather being clear and the ship's course, according to the chart, perfectly safe, a sudden violent shock followed by two slighter ones were felt and the ship gave a heavy lurch to starboard.

It was at once realised that a rock must have been struck and, as the ship was going at twelve knots at the time, it was feared that she might be in considerable danger of sinking. Accordingly all precautions were taken, such as closing watertight doors and getting ready to launch the boats, but after recovering herself it was found that the vessel was at any rate in no immediate danger. Soundings were taken and no indication of a shoal was found until the lead was taken at 27 ft of water, i.e., about six inches less than the ship was drawing at the time, was discovered.

Fortunately the cruiser had practically ridden clean over the shoal and was able to proceed into Singapore, where a thorough examination was made by divers. It appears now that about seventy feet of the plates and sheathing along the bilge keel are damaged seriously, but that the damage has not extended beyond the outer bottom. It may be said, seeing the rate of speed at which she was going at the time, that the ship had a very lucky escape, for it appears that subsequent investigation showed that a coral pinnacle should exist at this spot and that the *Amphitrite* might easily have found considerably less water than she did, in which case she would probably have become a wreck.

As it is the authorities are inclined to believe that no very serious damage has resulted.

On the chart there is no indication of such a reef near the spot. It is well known that coral reefs in many instances grow with extraordinary rapidity while some, on the other hand, subside in the same way, and possibly this may account for the fact that a sunken rock has appeared in such a well surveyed place as the South channel. A merchant steamer has also reported a somewhat similar experience in the vicinity of Singapore quite recently.

It is reported that M. Lessor is not working in perfect harmony with Viceroy Alexieff and does not carry out his instructions so faithfully and earnestly as he might do. In consequence the Russian attitude toward the Chinese Government has been strangely indifferent of late. No further news has been received from Moukden; but it is believed the Russians are still in possession of the place. The *Novoi Kras* declares that Russia has concentrated her strength in Manchuria and is determined to refuse to allow the opening of Moukden at any cost.—*Mainichi*.

THE BANK OF CHINA AND JAPAN, LIMITED.

(IN LIQUIDATION.)

The following is the first report of the liquidator to the shareholders of the Bank of China and Japan, Limited, (in liquidation):—

At an extraordinary General Meeting of the Shareholders held on the 23rd April, 1902, the Special Resolution to liquidate the Bank was confirmed, and my appointment as Liquidator took effect from that date.

From the accompanying Statement of Liabilities and Assets, it will be seen that the Liabilities to the public have all been discharged, and the Assets, with the exception of the claims on the Chinese and other shareholders of the Old Bank for "Unpaid calls" and a few small amounts, part of which will very probably be recovered, have all been realised.

The following Returns of Capital have been declared:—

1st. Payable on and after 2nd June, 1902, at £2 per Ordinary Share, absorbing.....£211,230.0.0

2nd. Payable on and after 23rd March, 1903, at 5s. per Ordinary Share absorbing.....£26,403.15.0

And there remains a cash sur- plus of.....£ 6,455.5.8

Which is sufficient to pay a further return of about 1s. per Ordinary Share, and cover the expenses necessary to finally close the Liquidation, should the Shareholders decide that this should be done forthwith.

Since my Circular of the 29th May, 1903, I have had further correspondence with the Foreign Office and also with my advisers in Shanghai. This correspondence has convinced me that proceedings in the Chinese Courts for the purpose of enforcing the calls made on the Shareholders in the Bank of China, Japan, and the Straits, Limited, are inadvisable; that the new commercial treaty with China does not apply to the claims against the Chinese contributors of the Old Bank, and that no assistance in recovering these claims can be looked for from the Chinese Government. Under these circumstances I am of opinion that the necessary steps should now be taken to close the liquidation of this Company and also of the Old Bank. As, however, there still remains the possibility of proceeding with a prospect of success in the English or Colonial Courts against any defaulting Chinese contributors of the old Bank who should happen to visit this country or a British Colony, and could be identified, a scheme has been formulated whereby these claims and the few other unrealised assets of this Company would, I am advised, to some extent be preserved for the benefit of the Shareholders at a cost of about one penny per share.

Put shortly the scheme is as follows:—Before closing the liquidation of this Company and of the Old Bank a new Company would be incorporated with a small capital divided into Ordinary and Deferred Shares of one penny each. This Company would agree to sell and transfer to the new, or realization Company, firstly, a sum of say, £500 in cash, and secondly, all the remaining assets of this Company other than cash. Each Shareholder in this Company would receive for each Ordinary Share held by him one Ordinary Share in the realization Company and for each Deferred Share held by him one Deferred Share in the realization Company.

In order to preserve the existing rights of the Ordinary and Deferred Shareholders in this Company as far as possible the Articles of Association of the Realization Company would provide that the holders of Ordinary Shares should be entitled to receive all sums which it should be decided to distribute by way of dividend until such holders had received a sum which together with all returns of Capital made by the Liquidator of this Company on the corresponding Ordinary Shares in this Company would amount to £6 per Ordinary Share. That thereafter any dividend should be distributed among the holders of the Deferred Shares until they should have received £1 per Share. And that all subsequent sums available for dividend should be divided into moieties, one moiety being divisible among the holders of the Ordinary Shares and one moiety among the holders of the Deferred Shares.

At the meeting convened by the endorsed notice I shall take the opportunity of consulting the members present as to whether some such scheme as I have outlined above shall be formally submitted to the members of this Company. The necessary procedure I am advised would be for me to apply to the Court for an Order directing me to convene separate meetings of the Ordinary and Deferred Shareholders in this Company. On obtaining this Order I would convene the meetings and lay before them the scheme, and if the requisite majority of three-fourths in favour of the Scheme should be obtained at each meeting I could then apply to the Court to sanction the Scheme. This would involve delay in the closing of the liquidation of this Company, and would reduce the final distribution as already stated from about 1/- per Share to about 11d. per Share.

If any such Scheme is adopted and sanctioned, then as soon as the agreement for sale to the realization Company is completed, I would proceed to make a final distribution of the cash remaining in my hands and take the necessary steps to conclude the liquidation and dissolve this Company.

Having regard to the magnitude of the claims in question I have considered it my duty to have the above Scheme formulated for the consideration of the Shareholders although I personally entertain some doubt as to whether the realization Company would have much chance of success.

The alternatives to this or any such Scheme are (1) to keep open the liquidation of this Company, and (2) to conclude it and to abandon the calls unpaid by the Chinese and other Shareholders of the Old Bank.

If you cannot attend the Meeting in person I should feel obliged if you would, prior to the

date of the Meeting, let me know on the enclosed Form which of the three courses you would prefer adopted.

In accordance with my letter laid before the General Meeting held on the 23rd April, 1902, I am prepared to resign my post as Liquidator.

J. M. SKINNER,

Liquidator.

22nd October, 1903.

CANTON NOTES.

(From Our Own Correspondent.)

Canton, 20th Nov.

MISSIONARY CONFERENCE.

The Canton Missionary Conference met last Wednesday at the house of Rev. R. E. Chambers, Shamcen. There was a good attendance. Dr. Shumaker read a paper on "Co-operation between native and foreign workers in the mission field." The opening of the new railway was a matter which came before the conference. Regret was expressed that Mr. Gray took Sunday for the formal opening. It was pointed out that in the United States or England to have such a function on Sunday would have been impossible. Why Sunday was chosen is difficult to explain. The Hongkong Colonial Secretary seems to have noticed that there was something not quite right and tried to excuse the performance by saying "The better the day the better the deed." The conference emphasized the fact that the opening of the railroad was in the interests of mission work. I believe a formal protest is to be prepared to be forwarded to the parties responsible for this want of recognition of English and United States traditions.

THE U. S. CONSUL-GENERAL.

U. S. Consul-General McWade with his wife and daughter returned from Macao yesterday. Mrs. and Miss McWade have spent some months in Macao and the Consul-General has been a frequent visitor there.

BLACK-MAIL.

The Canton Hospital has received another notice to pay a large sum of money or in default to have the premises burned. Other institutions have also been remembered. Why these letters are sent or by whom is not known. Some person apparently wants to amuse himself. No notice is taken of the communications.

COMMERCIAL.

FREIGHT CIRCULAR.

In their report dated 21st inst., Messrs. Lamke and Rogge state:—There is again hardly any change to report in coast freights. The market has remained without animation, and a large number of steamers of all sizes continue in enforced idleness for lack of paying employment.

What small business there has resulted in charters during the fortnight is mainly from inquiries after coal tonnage from Japan, in which direction rates are practically the same as last quoted, except that from Moji to Singapore an improvement is noticeable up to \$2.10 having been paid to secure tonnage. Freight for Hongkong, medium size, have been at \$1.75 and \$1.85 per ton from Moji and Karatsu respectively, at \$3.20 and \$2.00 Moji to Amoy, and at \$1.80 Moji to Swatow. Karatsu to Manila, a small carrier has accepted \$2.75.

From Hongkong for this port nothing better than 80 cents per ton has been quoted and no fixture appears to have transpired; an offer for Swatow at \$1.30 has been taken.

Two more charters were reported: since last writing as having been done from Newchwang to Canton, at last rate, 22 cents, but more business cannot apparently be worked although a telegram from Newchwang, as late as 18th inst., advises the weather to be unusually fine and names the 25th inst. as a safe date for arrival, it is presumed to mean.

Concerning Saigon, excepting the charter on time basis of a medium sized boat for a voyage hence to Saigon and back, in connection with an engagement for further 6 months afterwards, no local business has been reported. There was a slight inquiry tripwise from Saigon for both the Philippines and this port, but offers of boats at as low as 20 cents and 9 cents respectively failed to lead to business.

From Bangkok, the liners are not sufficiently employed by what little cargo is offering: there is no opening for outsiders just at present even if the recent amalgamation of the interests of the Norddeutscher Lloyd and the Rickmers' line of steamers has resulted in materially higher rates being charged, as is probable.

From Java, owing to an unfavourable market locally for sugar, there is no demand, except that for local refinery's account something like 175 cents might perhaps bring about business. Java to Japan there is some inquiry showing again for January/February loading, shippers' ideas of freight being in the neighbourhood of 25 cents only.

Under the heading of Salliers there is nothing new to advise for this issue, except concerning American bark *Lillebonne*, which vessel, contrary to previous information is now advertised to be sold by Public Auction on 21st inst.

[She has since been sold.—Ed., H.K.T.]

Sail-tenage loading or to land:—

For Batavia and New York:—

British bark *Brilliant*, arrived 24th October.

For New York:—

Amer. bark *Helen A. Wyman*, arrived 10th August.

Disengaged Vessels:—

British ship *Glendon* 1,824 tons reg.

Departures:—

British bark *Rose*, for Singapore and Fremantle 7th November.

TO-DAY'S EXCHANGE.

ON LONDON, Telegraphic Transfer.....1/9 1/2
" Bank Bills, on demand.....1/9 5/16
" Credits, 4 months' sight.....1/9 11/16
" Demands, 4 months' sight.....1/9 11/16

ON BERLIN, (demand).....M. 1.8 1/4

ON PARIS, Bank Bills, on demand.....2 2/3

" Credits, 4 months' sight.....2 2/3

ON NEW YORK, Bank Bills, on demand.....43

" Credits, 30 days' sight.....43 1/2

ON BOMBAY, Telegraphic Transfer.....132

" On demand.....32 1/2

ON SHANGHAI, Telegraphic Transfer.....7 1/8

" Private 30 days' sight.....80m.

ON YOKOHAMA, T.T.86 1/2

Sovereigns, Bank's Buying Rate.....\$11.44

Gold Leaf 100 touch, per tael.....\$9.70

Bar Silver.....\$27

OPIUM QUOTATIONS.

To-day's quotations are as follows:— Per chest
MALWA NEW.....900/90
" LAST YEAR.....960/100
" OLDEST.....1,600/1,100

PATNA NEW.....1,137 1/2

SENAHNS (NEW).....1,137 1/2

PERIAN (NEW).....800/800

Co-day's Advertisements.

MADAM FLINT & CO.,

DRESSMAKERS

AND

MILLINERS,

HAVE JUST RECEIVED

SMART READY-MADE

WINTER COSTUMES

OF THE

NEW FASHIONABLE

MATERIAL,

NOW SO MUCH IN VOGUE IN

LONDON.

Hongkong, 23rd November, 1903. [14100]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"HAICHING,"

Captain Passmore, will be despatched for the above Port, TO-MORROW, the 24th inst., at Daylight.

For Freight or Passage, apply to

DOUGLAS, LAIRDAK & CO.,

General Managers.

Hongkong, 23rd November, 1903. [14030]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"

Captain C. S. Weigall, will be despatched as above, on FRIDAY, the 27th inst., at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 23rd November, 1903. [14120]

WANTED.

A STEADY AND RELIABLE MAN to act as GODOWN KEEPER. Must be British. Only those with good references need apply.

GODOWN,

C/o Hongkong Telegraph.

Hongkong, 23rd November, 1903. [14040]

HONGKONG NURSING INSTITUTION.

THE THIRD ANNUAL GENERAL MEETING OF THE above Institution

will be held in the CITY HALL on WEDNESDAY, the 25th inst., at 12 Noon.

All those interested are invited to attend.

K. GOODMAN,

Hon. Secretary.

Hongkong, 23rd November, 1903. [14090]

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the Military Authorities that GUNPRACTICE

will take place from Stonecutters' Island (West, East and South Shore Batteries) on the 4th December, in a South Westerly direction at ranges varying from 2,000 to 4,500 yards, and from Lyemun (Pak-shan-wan Battery) on the 5th of December, 1903, in the direction of Junk Bay to the East of Devil's Peak at a range of about 2,000 yards.

If the weather is unfavourable on either of the above dates, practice will take place on the 7th of December.

Practice will commence at about 9 a.m. and finish about 11 a.m. each day, if the range is clear.

By Command,

A. M. THOMSON,

Acting Colonial Secretary.

Colonial Secretary's Office,

Hongkong, 23rd November, 1903. [14110]

Co-day's Advertisements.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR PORT DARWIN, SYDNEY, MELBOURNE AND ADELAIDE.
(Taking through Cargo to NEW ZEALAND, TASMANIA, &c.)
THE Steamship

"AIRLIE,"

Captain St. J. George, will be despatched for the above Ports, on SATURDAY, the 28th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

For Freight and Special Reduced Passage Rates, apply to

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 23rd November, 1903. [140

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DOE
GLASGOW and LIVERPOOL	"PELEUS"	On 26th November.
GLASGOW and LIVERPOOL	"DARDANUS"	On 5th December.
GLASGOW and LIVERPOOL	"VANGTSE"	On 12th December.
GLASGOW and LIVERPOOL	"PYRRHUS"	On 24th December.
GLASGOW and LIVERPOOL	"TYDEUS"	On 29th December.
GLASGOW and LIVERPOOL	"NESTOR"	On 1st January.
GLASGOW and LIVERPOOL	"KEEMUN"	On 8th January.

FOR	STEAMERS	TO SAIL
LONDON & ANTWERP	"POLYPHEMUS"	On 24th November.
MARSEILLES, LONDON & ABERDEEN	"HYSON"	On 8th December.
MARSEILLES, LONDON & ABERDEEN	"ACHILLES"	On 20th December.
MARSEILLES, LONDON & ABERDEEN	"PROMETHEUS"	On 22nd December.
MARSEILLES, LONDON & ABERDEEN	"DARDANUS"	On 5th January.
MARSEILLES, LONDON & ABERDEEN	"VANGTSE"	On 12th January.
MARSEILLES, LONDON & ABERDEEN	"DIOMED"	On 19th January.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and "PELEUS"	"PELEUS"	On 28th November.
NAGASAKI, KOBE and YOKOHAMA	"TYDEUS"	On 1st January.

S.S. "DEUCALION" from Tacoma, arrived Yokohama on the 17th inst., and leaves Moji for Hongkong on the 23rd inst.
For Freight, apply toBUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 21st November, 1903.

[8]

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI and CHEFOO	"YOHANG"	24th November.
NINGPO, SHANGHAI and DALNY	"WONGSUNG"	25th "
MANILA	"SUNGKIANG"	25th "
MANILA	"CHANGSHA"	2nd December.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	2nd "
KOBE	"CHINGTU"	10th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A daily qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

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N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.
For Freight or Passage, apply toBUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 21st November, 1903.

[7]

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 28th Nov., at 10 A.M.
ZAFIRO	2540	R. W. Almond	"	SATURDAY, 5th Dec., at 10 A.M.
PERLA	1080	W. G. Lawson	"	"

For Freight or Passage, apply to

SHEWAN, TOMES & CO.
GENERAL MANAGERS.

Hongkong, 21st November, 1903.

[1208d]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,FOR
PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail
"INDRASAMHA"	5,197	W. E. Craven	Dec. 14, 1903.
"INDRAVELLI"	4,899	R. P. Craven	Jan. 14, 1904.
"INDRAPURA"	4,899	A. E. Hollingsworth	Feb. 13, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

1266c]

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	WEDNESDAY, 25th Nov.
FOR TAMSUI	"DAIGI MARU"	T. W. Groves	FRIDAY, 27th Nov.
FOR ANPING	"MAIDZURU MARU"	T. Saito	SUNDAY, 29th Nov.
FOR FOCHOOW	"ANPING MARU"	I. Goto	THURSDAY, 3rd Dec.

* Via Swatow and Amoy.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a daily qualified doctor is carried. All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further information, apply at the Co.'s Local Branch Office, at No. 8, Des Voeux Road Central.

Hongkong, 23rd November, 1903.

T. ARIMA, Manager.

[1177c]

Shipping—Steamers.

TOYO KISEN KAISHA
MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.	Captain.	Tons.	Sailing Date.
ROSETTA MARU	H. S. Smith	3,876	THURSDAY, 26th November, at 11 A.M.
ROHILLA MARU	Ernest Bent	3,869	TUESDAY, 1st December, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

Hongkong, 20th November, 1903.

K. NAKASHIMA, Manager.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"ARRATON APCAR,"

Captain E. Fey, will be despatched for the above Ports, on WEDNESDAY, the 25th inst., at 3 P.M., instead of as previously advertised.

For Freight or Passage, apply to
DAVID SASSOON & CO., LIMITED,
Agents.

Hongkong, 21st November, 1903. [1377c]

FOR NAGASAKI, YOKOHAMA AND KOBE.

THE N.D.L. Steamship

"NURNBERG,"

Captain Jaburg, will be despatched for the above Ports on THURSDAY, the 26th inst., at NOON.

For Freight, apply to
HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 17th November, 1903. [1380c]

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

司公限有船輪華中

FOR MOJI, KOBE, YOKOHAMA, MANZANILLO, MEXICO AND SAN FRANCISCO.

THE Steamship

"ATHOLL,"

Captain Watt, will be despatched for the above Ports, on WEDNESDAY, the 2nd December, at NOON.

For Freight, apply at the Company's Offices, No. 20, Des Voeux Road.

J. S. VAN BUREN,
Superintendent.

Hongkong, 14th November, 1903. [436c]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL

(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1903.

About

"ORO".....21st Nov.

"ORONO".....8th Dec.

"LOWTHER CASTLE".....15th Dec.

"SIKI".....24th Dec.

"SAGAMI".....5th Jan.

"LENNOX".....15th Jan.

"AFRIDI".....27th Jan.

For Freight and further information, apply to

DODWELL & CO., LIMITED,
Agents.

Hongkong, 17th November, 1903. [1390d]

CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-MANILA.

REDUCED SALOON PASSAGE MONEY.

SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Daily qualified Surgeon carried.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 8th July, 1903. [804c]

STEAM TO CANTON.

THE Splendid New Steel Twin Screw Steamer

"KWONG CHOW,"

1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 8.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.

Passage Fare, \$4 Single Journey.

Meals \$1 each.

The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHIU ON S.S. CO., LTD.,
No. 8, Queen's Road West.

Hongkong, 30th May, 1903. [1322c]

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week Days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao, Week Days at about 2 P.M. and Sundays about 7.30 P.M.

FARE:—(Week Days) 1st Class (including cabin and servant), \$3; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 50 cents.

On Excursion Sundays, 1st, 2nd, and 3rd Class Single Ticket, \$3; Return Ticket, \$5. Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers.

WEAT—At the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip EVERY SUNDAY. It takes only 34 hours to reach Macao.

MING ON & CO.,
2nd Floor, No. 16, Victoria Street.

Hongkong, 7th September, 1903. [1073c]

REGULAR SERVICE

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MANILA IN 48 HOURS.

IMPERIAL GERMAN MAIL LINE.
NORDEUTSCHER HAMBURG-AMERIKA LINIE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship.

"KONIG ALBERT"

of the NORDEUTSCHER LLOYD.

Captain Ch. Polack, due here with the outward German Mail about WEDNESDAY a.m., will leave for the above places about 12/24 hours after arrival.

NORDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
Agents.

Hongkong, 21st November, 1903. [653c]

THE AMERICAN ASIATIC STEAMSHIP COMPANY.

STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL.

THE Company's Steamship

"HERMISTON,"

Captain W. T. Bain, will be despatched as above on MONDAY, the 30th November, to be followed by the steamship

"HIMIRA,"

Capt. Lockhart, on or about MONDAY, the 21st December.

For Freight, &c., apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 21st November, 1903. [1284c]

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP.

THE Steamship

"GLENSHIEL,"

Captain J. McGilvray, will be despatched as above on THURSDAY, the 3rd December.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW,
Agents.

Hongkong, 13th November, 1903. [1334c]

"GLEN" LINE OF STEAMSHIPS.

FOR NEW YORK.

THE Steamship

"GLENROY,"

Captain F. Selby, will be despatched as above on WEDNESDAY, the 16th December, 1903.

For Freight, apply to

MCGREGOR BROS. & GOW,
Agents.

Hongkong, 18th November, 1903. [1385c]

Entimations.

THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHER,

41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903. [1120c]

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN LEE-HOUSE ROAD.

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS and VIEWS a specialty.

Mee Cheung, 22nd September, 1903. [100c]

DENTISTRY.

SUI SANG,

(Lately Practising with Dr. I. SAKATA),

DENTIST,

No. 26, Cantonment Road Central

Hongkong, 9th February, 1903. [20c]

TSU FAN

DENTIST.

PRICE MODERATE—CONSULTATION FREE.

Next to the Hongkong Dispensary,

50, Queen's Road, Central.

Hongkong, 28th November, 1903. [1260c]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS and WATCHMAKERS.

EASTMAN'S KODAKS and FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEAR" guarantee given to every purchaser.

40, QUEEN'S ROAD, Watson's Building.

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

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EYES

EYES

Consignees.

S.S. "ARMAND BEHIC."
COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. "Ortel" and "Guadiana," and from Havre ex s.s. "Guadiana," and from Bordeaux ex s.s. "Ville de Rochefort" and "Cambrai," in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, the 17th instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after TUESDAY, the 24th instant, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 24th instant, or they will not be recognised. All damaged packages will be examined on TUESDAY, the 24th instant, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 17th November, 1903. [1040c]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "OLYMPIA,"

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,
Agents.

Hongkong, 16th November, 1903. [874d]

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"PURNEA,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after NOON, TO-MOR

THE "EMPRESS"—KWANG TAI COLLISION.

PROCEEDINGS IN ADMIRALTY.

(Continued from Saturday.)

Shanghai, 12th November. Before His Honour Sir Hiram Shaw Wilkinson, Chief Justice and Commander Moore, R.N., H.M.S. Sirius, Naval Assessor. The Imperial Chinese Government, the owners of the cruiser Kwang Tai, v. the owners of the steamer Empress of India.

Mr. A. S. P. White Cooper and Mr. W. North Symonds appeared for the plaintiffs and Mr. E. H. Sharp, K.C., and Mr. W. A. C. Platt for the defendant company.

Mr. Sharp said that if his Lordship accepted the Kwangtai's story, there is no doubt but that the Empress is to blame. But if on the other hand his Lordship ultimately holds that the Empress's story is substantially the true one, then there is clearly no question that the Kwangtai is solely to blame for this collision. He submitted that he had given a proper account and that it furnished the only reasonable account of what occurred. The explanation given by the Empress's witness that the Kwangtai suddenly sighted the junk which was on their port bow is insufficient to prove that they saw it, and they can only surmise she saw it. Therefore, the Kwangtai suddenly sighting this junk, when close upon it, became panic-stricken, and they deliberately starboarded into the collision as it turned out, or possibly, as Captain Marshall has suggested, a proper order was given to port, and that order, as many such similar orders have been, was improperly carried out in a contrary sense. The presence of the junk is clearly proved. He was of opinion that his Lordship would not question the general veracity of the witness, but indeed there had been an admission on the other side that there was a junk on the portside; they placed the position of the junk exactly ahead of the Kwangtai. In this connection he would draw his Lordship's attention to the paragraph in the petition which said that there was no vessel ahead. On first reading it, it reminded him of the old proverb "qui s'excuse s'accuse." If it were true that there was no vessel ahead, why in the world should they suggest it? But he did not attach much attention to that; it all created, nevertheless, a strong suspicion. They know perfectly well that there was a junk ahead as they saw it.

We may assume that the course was that suggested by Mr. White Cooper. The statement may not be considered the same as though it had been made by the Captain had he been alive. As an argument used in the petition it is suspicious and curious. He would point out to his Lordship that the Empress furnishes the only reasonable account they have so far had of the otherwise extraordinary action on the part of the Kwangtai in the collision. In regard to the Kwangtai's version he would like to make some further remarks as it is incredible and wholly inconsistent that the Empress's injuries were occasioned as alleged, but even if it were true (which of course his side denies) it would show that the Kwangtai herself was at fault, even if the Kwangtai's explanation were taken in its entirety. He submitted to his Lordship that this was incredible, that an officer on an efficiently navigated vessel like the Empress overtaking another and knowing herself bound to keep out of the way, prima facie, should run down a vessel astern. Such action on the part of any vessel, in view of the weather would seem incredible, for it at all events would be impossible for any ship's officers like those on board the Empress to do anything of the kind. If the Kwangtai's story be accepted, the starboard bow of the Empress must have struck the boats and davits, and in all probability struck the gunpar as it slid alongside the Kwangtai. On board the Empress there is no mark at all on the starboard bow. If the gun's spar, for example, did not strike the starboard of the Empress it was because by the time the Empress reached that point of the Kwangtai she did not reach the projection, and then it is obvious that the vessels could not have come into collision. But of course they had to, and as a matter of fact the two vessels did come into collision. The witnesses say that the bow did not come into collision, and in this case it is quite clear as anything in this case that the Kwangtai's ram did come into the collision. This is one of the points upon which there can be no question: the collision occurred and the ships did come into contact. His friend, if he remembered rightly, in opening the case, argued or suggested in his opening or cross-examination that according to the account of the opposite side the injuries to the Kwangtai would be forward-ward and from their account aft-wards. (His Lordship referred to the evidence and corrected this allegation.) Counsel urged that the injuries would be in the same direction, but it would make no material difference.

His Lordship:—Yes, it would; it would make a difference in the angle of the boom.

Counsel (continuing) said whether the ram of the Kwangtai struck a forward blow at the Empress, or whether it scraped the Empress, it is quite clear that she did not ram the Empress otherwise much more serious injuries must have been occasioned. The angle of impact may have been very difficult. Several witnesses have inferred from what they saw how the collision occurred, but as a matter of fact his clients were not in a position to say how it really occurred. The question is how the vessels got in that position at all. On this point in view of the evidence of the look-out astern, it is totally inconsistent with the plaintiff's story. They say the Empress came up from behind showing both her side lights. The look-out astern was in the best position to see the lights. He says he never saw the Empress's red light. This evidence is totally inconsistent with that of the Kwangtai. He may have seen the lights half an hour before. Mr. Morris gave his evidence very clearly as to what he noticed before he saw the collision. Even if it were true, exactly true, that we came

shows the Kwangtai is at fault. He would not say that it would not also show themselves at fault, as it certainly would. The Kwangtai would have been committing suicide, that is, of course, assuming that the Empress was coming up behind and persisting in her course right up to the very moment of the collision. In this keeping to her course, in law, she is taken to be contributing to the eventual disaster by not endeavouring by using all possible means of avoiding the collision. In the plain-tiff's preliminary act they assert that no measures were taken by the cruiser to avoid a collision, all their witnesses confirm that they kept on their course and that we ran into them. The law stipulates that a ship must not continue to keep her course when such continuance would involve certain collision. This is only common sense and is directed by article 27 of the Regulations for the prevention of collisions at sea.

For his authority on the point, he would refer to page 527 of Marsden which states that when you see danger you must depart from the rules (Law Times p. 103). He did not consider it necessary to bring all these points before his Lordship, as the story that the Empress ran into the Kwangtai from the stern cannot be accepted. If they had, it would have to be assumed that the steering gear had gone wrong. If it were true that the Kwangtai were to blame, he would be prepared to drop the matter, but he did not think his Lordship would have any doubt as to whether this is correct or not. In any case the Kwangtai is bound by her defence in the preliminary act and pleadings, and cannot state a new case now; of course he did not suggest that she was bound by every little detail, but she is nevertheless bound to her substantial story; this is a rule specially enforced against a plaintiff. In Admiralty cases the first story must be adhered to, as the defendant would otherwise not know what case he had in view against him. The plaintiff is never permitted to alter his case to shape to that of the defendant and then start a new case at its conclusion. His Lordship was undoubtedly familiar with the point that the Court will never allow a party to contradict his own preliminary act at the hearing (Ebenzer v. Robine 206; Inflexible, Swasey, 32; Anne-Lushington, 55). He would especially draw his Lordship's attention to the passages in the case referred to in which it is stipulated that a plaintiff must prove his case and the effect in cases where he fails to prove it and his case is bound by the preliminary act. It is perfectly clear that the plaintiff was bound to the preliminary act. He would now call his Lordship's attention to the subsequent defaults which are alleged against the Empress. No specifically wrong manoeuvre is alleged against the Empress, except that the Empress was an overtaking ship and was under the obligations imposed on an overtaking ship. The first fault alleged (see article 9 of the Petition) is that she kept a bad look-out. With regard to that point he would merely say that it is practically the allegation always made in collision cases. In ninety-nine cases of one hundred, it is impossible for one ship to prove that the other did not keep a good look-out. It is only an inference to be drawn from the general conduct of the ship; one must always depend upon the general conduct of a ship. The inference that a good look-out was not kept by the Empress is alleged, but this would depend upon the general conduct of the Empress. As a matter of fact, there was a good look-out; the Captain was on the bridge, two officers were also there. There was also a quartermaster who was doing nothing but keeping a look-out, to say nothing of the helmsman, whose business, however, was not that of a look-out man. In addition to all these men, there was still another on the ship's crow's nest, and another at the masthead, or say six people in all on the look-out. The Kwangtai was sighted two hours before the collision; she was noticed by the Empress before she noted us; she had every advantage to sight us before we sighted her, but as a matter of fact we sighted her two hours before the collision occurred. The remaining paragraphs make an imposing statement, but he would call the attention of his Lordship to what would call the attention of his Lordship, to the fact that they were the overtaking ship. Article 24 has a co-relative article in No. 21 which provides that one ship has to keep out of the way of another and is a rule which has been constantly enforced and has been held a precedent to the overtaking ship's liability under article 24. There is no presumption where a collision has occurred that the overtaking ship is at fault. In this case he submitted that the Empress was complying with the regulations and the Kwangtai subsequently improperly changed her course and bight about this collision.

A case in point was quoted from Marsden, fol. 39, referring to a collision being likely to happen and the duties of vessels under such circumstances. Before the Empress can be found liable under article 24 the Kwangtai must satisfy his Lordship that she performed her part of her duty as an overtaking ship by keeping her course. The substantial case against the Kwangtai is that she did not keep her course, and that her change of course caused the collision. Throughout the Empress adopted the right manoeuvres, and when the risk of collision appeared imminent, she minimised the force of the impact.—Shanghai Mercury.

(To be continued.)

The Englishman of Calcutta strongly urges the Government of India to undertake a definite forward movement in Tibet and the appointment of a British Resident at Lhasa.

Mr. Kruger is still at Hliversum, Holland, and is enjoying excellent health. When the weather is good he spends most of the day in his garden. The ex-President keeps up a regular correspondence with the Boer leaders in South Africa. Mr. Steyn is said to be still making progress towards recovery. Dr. Leyds lives in luxury at Utrecht, but is little seen.

QUEEN'S COLLEGE.

IMPORTANT RECOMMENDATIONS.

(Concluded from Friday.)

Reading.—This subject was on the whole well done. In class I the boys read scenes from Macbeth. The various characters were distributed among the class, and were sustained with intelligence, and very creditably. In the lower school there is a tendency to slur the final consonants, though otherwise the pronunciation and delivery were good. But we have to point out that the system under which the reading is taught in the lowest classes is most unsatisfactory. A distinction is made between reading and the meaning of the passage read. The process appears to be that the boys are first taught the sound of the words, and at a later date are taught a Chinese translation of the passage which they read. Instruction in this Chinese version, moreover, does not keep pace with instruction in reading, so that on asking how much the boys had prepared, we were met with the answer:—The class had read to (say) page 60, but the meaning has only been explained up to page 40. Reading and explanation were treated as different subjects. This distinction appears to us to be foolish and should be abolished. Chinese boys are only too willing to memorize instead of trying to understand, and it can be of no service to any boy to be able to repeat a certain sound, without understanding in the least what those sounds mean.

When taking a new lesson, many of the Chinese masters do not attempt to explain the matter to the boys beforehand, and so create an interest in it. The master in class V was an exception; he briefly explained what the new lesson was about, so that the boys when they began had some idea of what they were going to read.

The reading books appear to be unsuitable. The stories contained in them are not very interesting, and deal with subjects with which a Chinese boy is unfamiliar. Reading Books suited to local needs are no doubt badly wanted.

Geography and History.—A Committee is at present considering the methods of teaching at present existing in the Colony, and we do not think it necessary to make detailed criticisms upon the courses of study. It must, however, be pointed out that the necessity of studying the periods and countries chosen for the Oxford Local Examinations every year, has the effect of making the teaching disjointed and fragmentary. For instance the teaching of Geography in the Upper School this year is confined to Europe (Class III), England and Wales (Class II), and India (Class I). A boy might, as it seems to us, pass through the school without knowing anything about some countries, while his mind was packed with details about others of no more importance. Similarly unless a regular course of instruction in History is laid down, the knowledge of a boy who has passed steadily through his Chinese will probably suffer from want of continuity. He might take up the Norman period in Class II, the Hanoverian period in Class II, and the Norman period again for the Oxford Local in Class I. There is, moreover, a subdivision of Classes to suit the needs of the candidates for this examination, which must be disorganising to the ordinary school work.

Geography.—The subject is first studied in Class VI by the rather old-fashioned and unattractive method of teaching "definitions," which are committed to memory. "An island is a piece of land entirely surrounded by water. Example: the Isle of Wight." The subject should surely be first attacked by beginning with the Geography of Hongkong, and all the more because from the school windows nearly every kind of geographical features—isthmus, bay, strait, peninsula, mountain, valley, watershed—can be seen.

In VI C the subject was a failure: out of 37 boys, 21 replied "No" when asked if they had ever seen an island. In VI B only 4 boys knew what a harbour was. VI A and VI A II did better. A few boys were able to describe the position of the Pacific Ocean in relation to Hongkong. Asia is studied in Class V B. Here again 9 boys said they had never seen an island. It appeared that interest in the study was not raised by bringing it into relation with facts observed out of school. For instance, every boy must have seen the mail steamers which enter and clear the port every few days. But the great majority were unable to shew on a map where they came from and whither they are bound. The study of China in classes IV B and C was much better, doubtless owing to the fact that the Chinese masters were themselves more interested in the subject; in IV A, on the other hand, where the master is a European, only a very few boys were able to give a reply to the question "What is a treaty port?" although in other subjects this division was considerably the strongest of the three. Europe is taught in class IV. No doubt the subject is a hard one for Chinese masters. Nevertheless they should endeavour not to solve the difficulty by teaching mere lists of names to their scholars. And some omissions seem hardly excusable. Out of 4 boys asked in III B, two said Gibraltar belonged to Spain, one to England, and one to Portugal. Few boys in III C knew what the source of a river was. On the other hand, the general nature of the Governments of England, France, Russia, Germany, was well known. Class IV A under an Englishman showed a very different state of affairs. There alone we obtained some sort of a description of the physical features of Switzerland, and intelligent deduction from the well-known large sale of Swiss milk of the fact that that country contains much pasture. The Geography lessons in class II (C and B) appeared to suffer from similar defects of method. It is a significant fact that the tributaries on the right bank of the Thames—"Kennet, Wey, Mole and Derwent"—were very generally known by the scholars (though not by their examiners), but no idea could be elicited as to the nature of the scenery along the banks. A wall-picture of a haymaking

scene—brick farm-house, wagons, country-lane—would have taught so much more than that barren list could. In class II, A very intelligent appreciation of the connection between the coal fields and the neighbouring manufacturing centres was elicited. The physical nature of the country was well understood. Class I took India. The master of I B objected to some of the questions asked, on the ground that they were hardly Geography. And yet it is hard to see how India can be profitably studied by a class of young men for a year without considering these and kindred matters. The truth appears to be that the Oxford Local, in requiring a very detailed knowledge, assumes a general knowledge which cannot safely be assumed in the case of Chinese students. In class I A, 15 boys out of 21 passed; and in class I B only 17 out of 33. The questions asked were:—

1. What makes the North-West Frontier important to India?
2. From what part of India do the Hongkong Police mostly come?
3. What was the Indian Mutiny? Did it affect Madras?
4. What are the Native States?

(Fairly correct answers to the 1st, 2nd and 4th questions or to the 3rd and one other gave a pass.)

History.—History is correctly taught in Class I, by the means of well considered dictated notes. We did not set a paper, but looked through one set by the master. The result was good, but the tendency of the boys was to depend too much on the notes, and to reproduce them by memory.

We heard an interesting lesson on the reign of John by the master of III. It might have been thought somewhat discursive, but we are not prepared to condemn this as a fault. A great difficulty in teaching History is to make the subject sufficiently interesting to Chinese boys.

Translation. (Chinese to English, English to English).—The Lower School was examined in these subjects *visu voce*, the upper portion by means of set papers. It was difficult to elicit much from the Lower School; a few simple sentences or words were set for translation into Chinese, but the knowledge of English in this part of the school is so limited, that it seemed useless to set unseen sentences for translation from Chinese into English. Many of the boys were ignorant of what one would imagine that every boy would know. The majority asked were unable to translate correctly into Chinese the phrase "The Governor of Hongkong"; only 2 boys out of four Classes to whom the question was put, knew the English equivalent for the Chinese 華民政務司 (Registrar General). In one Class eight boys were asked to write down the Chinese for "It will not rain"; half of them wrote 他將無雨. When asked, the boys admitted that the phrase had no meaning in Chinese; but inasmuch as it was word for word the equivalent of the English words, they appeared to think that, though meaningless, it was, in some peculiar way, a translation.

The Upper School was set short papers in these subjects. Three passages from a Chinese newspaper were set for translation into English. This paper was done by 242 boys, and was on the whole done very badly. In Classes I and II a boy was considered to have passed if he made a fair attempt at two passages, and succeeded in translating them in such a way that the meaning would be intelligible to a person who had not seen the original. A boy in Class III was considered to have passed if he understood one passage, and did not make more than four gross blunders in translating it into English. Judged according to this standard in Classes I and II 21 boys passed, and 117 boys failed to pass, of whom 77 sent in exercises which were quite worthless. In Class III, 55 boys attempted the translation into English and 7 passed; 48 failed, of whom 26 sent in work which was worthless. Translation would appear to be little practised in the school. Many boys are unable to transliterate the commonest characters. The character 家 for instance appears as Ga, Gar, and Car, while 家 appears under an infinite number of forms; 家, Chuk, Chirk, Chur, Churk, Chak, etc. The simplest titles are misunderstood: Li Ka Ch'ook, the well-known official in Canton, is variously described as a Viceroy, a General, an Admiral, an Ambassador, a Corporal and a Policeman. H. E. the Viceroy of Canton was usually spoken of as Mr. Sam. The failure of the boys was due as much to their inability to write correct English as to their ignorance of written Chinese. Few showed themselves able to write three consecutive lines in English without at least one gross blunder. It is needless to multiply examples of this; the 8th boy in the school who has presumably been learning English for some time, and who (if one may judge from the exercise he sent in) is quite unable to write a sentence in correct Chinese, composes the following sentence in English: "The two generals are also received from the Japanese King of stars" meaning to say "the two generals also received stars from the Japanese King." Papers were also set for translation from English into Chinese. In Class I A B 10 boys wrote correct Chinese, but the Chinese written by four boys out of this number, though correct, had so little relation to the English set, that it was worthless considered as translation.

Classes II and III did better than Class I, the English passages set were easier. Too many common characters are, however, written wrong, and the style was seldom good. The almost universal use of 們 for the plural should be discouraged. Many common English words were not understood, e.g., Pirate, Junk, Fort, Tear off, etc. It is curious that only 15 boys out of 106 knew the Chinese for the Bogue Forts. Class I B failed absolutely: of the 43 boys in this Division 36 sent in exercises which were quite worthless. They appeared to be neither able to understand the English nor to write Chinese. We

consider that the teaching of translation from English into Chinese and *vice versa*, and the teaching of Chinese at Queen's College is unduly neglected. In our opinion there is no boy in the school at present who could make a translation of a despatch or petition from Chinese to English, which could be accepted without very careful checking.

A Chinese boy who enters Queen's College knowing nothing of his own written language is not likely to learn any, while the boy who enters knowing something about it, is, under the present system, extremely likely to forget what he already knows.

Mathematics.—The Arithmetic was good on the whole, but rather slow, though some improvement was apparent in the higher Classes.

The importance of smartness in addition to accuracy should be impressed upon the scholars. Their slowness was sometimes caused by the desire for unnecessary neatness, and by using their rulers too often. Discipline was excellent throughout, with this modification that there was some "cribbing" among the lower Classes. It is satisfactory to note however that this fault diminishes in the higher Classes and disappears about Class IV.

Algebra was offered by Classes I, II, and III. The various Divisions of these Classes showed good results on the whole, though Class II was rather weaker than the others. Several boys in Class I failed to find an extraordinary, though simple, solution to an equation. Types of such should be more frequently given.

Euclid.—Offered by Classes I and II. Questions *re axioms* and postulates were considered by most boys to be answered by quoting the number in the book, only about 15 per cent. answering properly. A few did not understand the questions. The proposition set was done fairly well in Class I but not so well in Class II.

It is unnecessary in our opinion for the scholars to be able to quote from memory the numbers of the propositions referred to.

Perhaps the difference in the quality of Euclid as compared with Algebra is due to the greater knowledge of English required; but we think that the Geometry might be improved, as there is no want of the mathematical faculty among the boys. Practical examples frequently given of the definitions, axioms, &c. might improve their conceptions of this subject.

About 20 % of Class I solved an easy rider, but most either made a false assumption or missed out the important step in the reasoning. Mensuration.—Offered by Class I, was very good, though some confused the volume of a cone with that of a cylinder.

The course of study appears to be perfectly well suited to the College, and the methods of teaching, subject to the foregoing remarks, appear to be good.

Discipline and Organisation.—Except in the matter of promoting boys who do not deserve promotion, the organisation of the school is very good. We say this, however, with a knowledge that the less experienced Chinese masters are to be put under an English Normal Master, and that the Staff teaching Chinese is to be strengthened. The discipline of the school is excellent, with however the exception of one important point.—The importance of making civil replies is not sufficiently impressed on the scholars; and this applies to the majority of the Classes. When a boy is asked by an examiner what his age is, he might well be taught to reply "I'm fifteen, Sir" and not to blurt out a blunt "fifteen".

GENERAL RECOMMENDATIONS. In conclusion, we have the following general recommendations to make.

Colloquial English.—This should be the most important instrument for teaching English. From the outset boys should be taught to talk to the master and to each other. That this can be done is beyond dispute. If it were done, we should not find that boys after 3 or 4 years' education in English were unwilling to reply to the most simple questions.

History and Geography.—It is highly desirable that a syllabus should be carefully thought out and laid down, so as to extend throughout the school without variation from year to year.

Mathematics.—This is much the strongest subject, and we recommend that less time be devoted to it and more to the teaching of English, until the deficiencies of that subject are improved.

Reading.—Reading is studied in the Lower Classes as it were under two heads, reading without and reading with, a comprehension of the meaning of what is read. This system is quite indefensible and should be amended.

Chinese.—The teaching of Chinese should be altogether reorganized.

Organisation.—The less competent Chinese masters should be placed under the supervision of English masters.

General.—In order to secure continuity, these General Recommendations should be made the basis of next year's Report.—We have etc.

A. M. THOMSON.
EDWARD A. IRVING,
Inspector of Schools.
S. B. C. ROSS.

The Chairman,
Governing Body.

APPENDIX.

"The Stocks as a punishment for highway robbery."

By stocks we mean a frame with two holes in which the feet of offenders are closed. This is a sort of punishment against those who are guilty of crime. The object of such penalty, which can be made really useful, is to cause the criminals to feel ashamed of having done a wrong thing, and to purify them from the guilt of having looked on such a crime. Those who steal something from others or violate the laws, are often put into stocks and carried to the place where they have committed the theft and there the people

may laugh and make a ridicule of them. This chastisement is necessary, as those who have been imprisoned will immediately forget what they have suffered after being set free and will commit further offence, but this condemnation will make the people recognize their face as soon as they are in sight and serve as an example and a warning that will be useful in preventing them from assimilating such faults. In this way, those who have suffered such penance must of course fear and hate it. To put it quite shortly, this chastisement should be preventive and everybody ought to leave off committing the crimes which lead to this disaster. This is the way for punishing an offender or thief in Hongkong, China and Siam.

"The Stocks as a punishment for highway robbery."

The stock is used to bound the thieves and the robbers from their hand to feet. The Chinese Custom is usually with this punishment. I saw several men were covered on his neck with the stock in Canton, and when they finished to covered by the stock; they also put into the prison. I saw a man was covered by the stock near Queen's Road last week for he robbed somebody's things in the highway; I suspected that the reason is used to give the people to look at him and cause him very shame and so he did not do this in hereafter. In this punishment is best to be imprisoned for if a man who put into prison that every person could not see him; but if he was covered with the stock and stood in the street etc.; he is very shame than imprisoned. If a thief steals something and sentenced him to stand in the street with the stock in his neck; I think he will willingly to be imprisoned and dislike to put the stock in his neck. If he put into prison for several days is better than the stock covered on the neck for several hours. It is very seldom with this punishment in Hongkong. In this way is really useful to take care the other people. I dare say no body shall be like this punishment.

Note.—This essay was attempted by the 63 boys of Class I. In classifying the results 19 papers were marked as passed with credit, and 11 as very bad. Specimens selected entirely at random from these two classes are given here.

YARN MARKET REPORT.

In their report dated the 20th November, 1903 Messrs. Cawajie, Pailanjee & Co. write:—

Since the issue of our last circular dated the 6th instant our yarn market ruled steady. The drop in the rate of exchange had the effect rather strengthening prices from fifty cents two dollars per bale, and the Chinese dealer taking advantage of this rise sold a lot of foreigners for Northern markets. It is expected that a good demand will spring up at the present harvest operations are finished. Moderate demand has been experienced. No. 20s at a rise of \$1 to \$2 per bale on 1000's quotations; cheap threads move free. Nos. 16s and 12s show little or no improvement, prices ruled steady. The bulk of business, as a rule, has been done in No. 20s at an advance of \$1 at \$14 per bale. Nos. 4s and 6s are not much inquired for. During the past fortnight comprise of about 1000's of No. 6s—1,100 bales of No. 10s—bales of No. 12s—500 bales of No. 16s—600 bales of No. 20s in all about 2,355 bales. Arrivals during the fortnight per steamers: *Idumai Maru, Chusan, Gregory Apar, Charron Apar, and Furna* of about 700 bales. Shipments to Shanghai and Northern ports about 2,500 bales. The stock is estimated at about 37,000 bales. No sales are reported in Local as well as Japanese Yarns.

Exchange:—Another drop has been experienced and business for the mail was done on at Rs. 132 1/2. London at Sh. 1/5 1/16 d.

FORTNIGHTLY MARKET REPORT.

Cotton.—A good business transpired advance in prices. Sales are reported of 725 bales at \$24 1/2 to \$26 1/2 per cwt. The stock is estimated at about 1,050 bales. Ningpo about 175 packages were sold at \$1.10.

Yarn.—During the whole of the fortnight steady and prices have advanced fifty cents to two dollars per bale on last quotations owing to the drop in the exchange and the firmness of importers. business has been reported say of about 3,000 bales. The unsold stock is estimated at 37,000 bales. No sales are reported in well as Japanese Yarns.

Malwa Opium.—A good business is reported of 14 chests at \$900, 23 chests at \$920, 22 chests at \$930, 1 chest at \$940, 8 chests at \$950, 10 chests at \$960, 24 chests at \$1,020, 42 chests at \$1,000, 24 chests at \$1,050, 6 chests at \$1,060, at \$1,070, 11 chests at \$1,100, 4 chests at \$1,120, in all about 270 chests. The unsold stock is estimated at 2 chests.

Bengal Opium.—Ruled firm with an advance in rates. Sales are reported of 465 chests at \$1,115 to \$1,134 1/2, 11 chests at \$1,135 to \$1,150 about 2 changed hands. The unsold stock is at about 660 chests.

Persian Opium.—Sales are reported of 100 chests at \$800 to \$810. Stock is at about 1,600 chests.

Miscellaneous Prices.—
Ivory \$200.
Borax 17.
Senna 7.
Cassia 15.
Dense 2.
Camphor 112.
Saltpetre 19.
Cloves 1.
Olibanum 1.
Vermilion 1.

THE SHARE MARKET.

THE SHARE MARKET.

LAST DIVIDEND.	TO-DAY'S QUOTATIONS.
<p>1. 1.10/- @ 1/8 = \$18 for half ending 30.6.1903</p> <p>\$1 96 1/2 for 1902</p>	<p>\$640 sa.</p> <p>\$39 b.</p> <p>\$10</p>
<p>INSURANCES.</p> <p>cent = \$32 per share for 1902</p> <p>\$1 for year ended 30.4.1903.....</p> <p>of £1 making £2 for 1902</p> <p>\$12 for 1901</p> <p>\$12 per share for 1902</p>	<p>\$493 1/2 sa.</p> <p>\$60 b.</p> <p>Tls. 220 s.</p> <p>\$135</p> <p>\$175</p>

er share for 1901	\$320
share for 1901	\$90
PING.	
half-year ending 30.6.1903 ...	\$31 s.
10/- per share for 1902	\$74
= 35 p per share for 1900	\$18 sa.
\$3 for year ended 30.6.1903 ...	\$31
} = 12% for year ending ...	\$26 b.
} 30'4'03	\$154 b.
riterion of 6d. for 1902	£1 sa
on of 3% for 1903	£1s. 36 b.

1 of 4 % = Tls. 2.00	Tls. 53 ¹ / ₂ 2s.
1 of 3 ¹ / ₂ % = Tls. 1.75	Tls. 50'
SERIES.	
\$7 making \$12 for 1901	\$101 b.
share for 1897	\$10
7 % for year ending 30.9.02 ...	Tls. 60
ING.	
.....	51 ¹ / ₂ s.
Frs. 30 making Fcs. 60 for 1902	\$600 s.
.....	500

1 of 4 % = Tls. 2.00	Tls. 53 ¹ / ₂ 2s.
1 of 3 ¹ / ₂ % = Tls. 1.75	Tls. 50'
SERIES.	
\$7 making Fcs. 12 for 1901	\$101 b.
share for 1897	\$10
7 % for year ending 30.9.02 ...	Tls. 60
ING.	
.....	51 ¹ / ₂ s.
Frs. 30 making Fcs. 60 for 1902	\$600 s.
.....	500

of 1/- per share 23.1.01	38 s. 5
of 1/- per share 26.10.03	Tls. 6 s.
S AND GODOWNS.	
5/- for $\frac{1}{2}$ year 30.6.03	\$205 b.
of Tls. 8 making Tls. 15 for year	
30.4.03	Tls. 125 b.
mi of \$2 $\frac{1}{2}$ for 1903	\$87 b.
for 1902	\$38 s.
an of Tls. 5 for 1903	Tls. 215 sh.
AND BUILDINGS.	

of 1/- per share 23.1.01	38 s. 5
of 1/- per share 26.10.03	Tls. 6 s.
S AND GODOWNS.	
5/- for $\frac{1}{2}$ year 30.6.03	\$205 b.
of Tls. 8 making Tls. 15 for year	
30.4.03	Tls. 125 b.
mi of \$2 $\frac{1}{2}$ for 1903	\$87 b.
for 1902	\$38 s.
an of Tls. 5 for 1903	Tls. 215 sh.
AND BUILDINGS.	

80 cents per share for 1902	\$9
Dividend of \$6 for 1903	\$152
Dividend per share for 1902	\$35.22
Dividend of \$1 1/2 for 1903	\$52 1/2
Dividend for first 4-year 1903	\$147
Dividend for year ending 30.6.03	\$28.22
Dividend for year ending 31.3.03	Tls. 14
Dividend per cent. for 1902	\$104 1/2
Dividend per cent. of 6 % for 1903	Tls. 103 1/2

DIVIDENDS
 MILLIS.

of 60 cents, making \$1 for } 1903	\$15 b.
for period ended 31.10.97.....	Tls. 35 s.
prim of 3 % on account of 1898 ...	Tls. 22 1/2 sa.
prim div. of 4 % on acct. of 1898 ...	Tls. 35
for period ended 31.12.00.....	Tls. 200
CCO COMPANIES.	
for year ending 30.6.1900	\$250
	\$18

rim of Tls. 3 per share	Tls. 50 sa.
LLANEOUS,	
=\$1.20 per share for 1902	\$224 b.
year	\$181 s.
rim of 5 % for 1902	\$164 sa.
er share for 1902	\$71 s.
ents for year ending 30.4.1903	\$12 b.
ents for year ending 30.4.1903	\$61 b.
div. and 1 % bonus for 1901	\$140 b.
for 1902	\$145
er cent=\$3.75 for 1902	\$474
rim of \$4 for 1903	\$248

for year ending 31.12.1902	\$320
for year ending 31.7.1903	\$142 ex div.
of \$24 for 1902	\$120
.....	\$51 n.
ents } for year ending 31.5.03 ... {	\$9 b.
no. }	\$210 b.
rim of 6 %	\$51 b.
ic	\$5 b.
ge	\$5 b.
for year ended 30.6.1903	\$88 b.
Interim Dividend of Tls. 74 paid 4.1.1903	Tls. 295 b.

st year \$50

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